Schedule of Proposed Main Modifications to the Places for Everyone Plan – Issue 3, January 2023

Introduction

This schedule has been prepared following the submission of responses to the Inspectors' Preliminary Questions, Matters, Issues and Questions relating to IN8, IN9, IN10, IN11 and IN14 and to Action Points from weeks 1- 4 of the Examination relating to IN17, 1N19 and IN21 by the GMCA (on behalf of the nine Places for Everyone (PfE) districts). It contains all of the main modifications to the PfE Plan which have been proposed to the Inspectors in those documents in order to make the PfE Plan 'sound'. The main modifications are clearly set out with deletions being shown as strikethrough and new text being underlined, in some instances initial modifications have been updated or retracted this being shown as both underlined and struck through. The Inspectors will take account of these proposed main modifications (along with all of the published evidence, representations made in accordance with regulation 20, written statements and discussions at hearing sessions) before deciding what main modifications they consider need to be made. The main modifications that the Inspectors decide do need to be made will be subject to public consultation before the end of the examination.

Revised figures and diagrams have not been included at this time, in line with our response to AP10.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	Para. 1.20	11	Modify bullet point one of paragraph 1.20,as follows: • "progress the strategic policies in GMSF 2020, for example net zero carbon development, affordable housing, ~~and~~ space and ~~accessibility~~ 'accessible and adaptable' standards as set out in Part M4 (2)of the Building Regulations for new housing"	To clarify, ensuring consistency across the Pland and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36
	Para. 1.26	12	Modify paragraph 1.26, as follows: "This is our plan for sustainable growth in the nine boroughs, it: • sets out how they should develop up to the year 2037*(see below); • provides the strategic framework for local plans; • sets specific requirements to be taken forward in local plans ~~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; • sets out policies to inform the preparation and determination of planning applications; • identifies the important environmental assets which will be protected and enhanced; • allocates sites for employment and housing outside of the urban area; • supports the delivery of key infrastructure, such as transport and utilities; • defines a new Green Belt boundary for the nine boroughs."	To ensure that there is no ambiguity and clarify the role of the Plan in relation to local plans and neighbourhood plans.	M1.1 Q1.9

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	Para. 1.26 Para. 1.34 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 JP-J3 Para. 6.23 Figure 6.2 Para. 6.25 and Table 6.1 Policy JP-J4 Para. 6.32 Figure 6.3 Para. 6.34 Table 6.2 Figure 7.1 Table 7.1 Para. 7.19 Policy JP-H1 Table 7.2 Table 7.3	12 14 14 15 37 51 54 54 59 62 65 72 73 113 114 115 115-116 117 118 119 119-120 121 128 130 132 132 133	* Consequential Main Modifications would be required at the following locations within the Plan, should it be determined that the PfE Plan period should be altered.	To clarify, subject to consequential changes to the Plan Period	GMCA9 SQ1.12

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	JPA1.1 Para. 11.21 JPA3.2 JPA7 JPA14 JPA33 Table 12.1	136-137 225 228 246 262 285 357 392			
	Para. 1.26	12	Modify paragraph 1.26 as follows: "This is our plan for sustainable growth in the nine boroughs, it: • sets out how they should develop ~~up to the year 2037~~ <u>for the years 2022 - 2039;</u>	Required as a result of the change to the plan period.	GMCA11.1 AP5
	Para. 1.34	14	Modify paragraph 1.34 as follows: "Through this plan we are looking to create more favourable conditions for growth by providing sites for advanced manufacturing, digital and tech jobs in areas where the urban land supply cannot support the scale or quality of development required. 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~~ <u>for the years 2022 – 2039</u> 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 for Greater Manchester. Several of the sites are large in scale and will be partially delivered beyond ~~2037~~ <u>2039</u>.	Required as a result of the change to the plan period.	GMCA11.1 AP5

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	Para. 1.36	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~~ just over 175,000 homes over the plan period (~~2021-2037~~ 2022 -2039).	Required as a result of the change to the plan period.	GMCA11.1 AP5
	Para. 1.42	15	Modify paragraph 1.42 as follows: “The majority of development between ~~2021~~ 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%~~ 98% of offices and ~~47%~~ 51% of industrial and warehousing development is within the urban area.	Required as a result of the change to the plan period.	GMCA11.1 AP5
	Para. 1.57	17	Modify paragraph 1.57, as follows: “The Places for Everyone Plan is the strategic spatial plan for our nine boroughs and as such sets out our planning policy framework. All policies within the plan are "strategic policies". It is being prepared as a Joint Development Plan Document of the nine local planning authorities. 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 determine the pro-rata local plan target(s). ~~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.~~	To ensure that there is no ambiguity and clarify the role of the Plan in relation to local plans and neighbourhood plans. To clarify that any strategic policies in local plans will be expected to look ahead a minimum period from their adoption in line with national policy, and that if a local plan looks beyond 2039 the minimum requirement	M1.1 Q1.9 GMCA11.1 AP4

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			~~Appendix A sets out the policies in the relevant GM district local plans which will be replaced by the Places for Everyone Plan. "~~ [Move to new paragraph 1.58]	figures set out in policies JP-H1, JP-J3 and JP-J4 should be used on a pro rata basis	
	Para. 1.57	17	Add the following text to the end of para 1.57, as follows: "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."	To clarify that part of Oldham Borough is within the Peak District National Park and that that area is not subject to policies in the Plan but rather subject to the Peak District National Park development plan	GMCA 3.1 PQ44
	Figure 2.1 Picture 2.2 Figure 3.1 - Key Diagram 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	24 33 38 91 98 111 115 119 128 145 149 150 152 163 168	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	To clarify that part of Oldham Borough is within the Peak District National Park and that that area is not subject to policies in the Plan but rather subject to the Peak District National Park development plan	GMCA 3.1 PQ44

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	Picture 10.2 Figure 11.1 Picture 11.2 Picture 11.21 Appendix B Picture B.2 Appendix C Picture C.2 (Policies Map)	195 218 220 276 410 466			
	Para. 1.58	18	Delete 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. "~~ Replace with new paragraph 1.58, as follows: "The evidence that underpins the Places for Everyone Plan will also inform district level plans but, as ~~It is~~ a strategic plan it ~~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 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."	To ensure that there is no ambiguity and clarify the role of the Plan in relation to local plans and neighbourhood plans	M1.1 Q1.9
	Para. 3.3	37	Modify paragraph 3.3 as follows: "Figure 3.1 'Key Diagram' illustrates the Plan's spatial strategy, showing the locations that will be the main focus for development up to ~~2037~~2039."	Required as a result of the change to the plan period	GMCA11.1 AP5

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	~~Figure 3.1 - Key Diagram~~	~~38~~	~~Modify the notation within the key to the Key Diagram, Figure 3.1, as follows:~~ ~~"Principle Town Centre~~ City Centre and Main Town Centres~~"~~ ~~"Strategic~~ Site ~~Allocation"~~ ~~"Strategic Locations JP-Strat 7; JP-Strat 8; JP-Strat 10"~~	~~To clarify the relationship of the Key Diagram with policies within the Plan~~	~~M5.1 Q5.1~~
	Figure 3.1 - Key Diagram	38	The Key Diagram, Figure 3.1 has been modified and is set out in Annex 2.	To clarify and ensure effectiveness of the Key Diagram	GMCA11.1 AP8
	Para 4.11	43	Modify by adding the following to paragraph 4.11, as follows: "4.11 Development will need to be undertaken at an appropriate density and with suitable provision for green infrastructure. Securing higher densities in the most accessible locations will help to maximise the ability of people to travel by walking, cycling and public transport, and reduce reliance on the car. 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. "	To clarify, removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36

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	Para. 4.20	48	Modify by inserting additional wording in 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. 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 illustrative transport interventions that are “critical”/”necessary” for the delivery of allocations in Appendix B of the Transport Topic Paper [09.01.29]. These transport interventions are included as appropriate in the relevant allocation policy. The 2040 Transport Strategy [09.01.01] and Five Year Delivery Plan [09.01.02] 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”	To clarify the illustrative purpose of the diagrammatic maps with key aspects within Plan, including the status of the transport infrastructure improvements.	M5.1 Q5.2
	Para. 4.22	49	Modify by inserting a new paragraph after 4.22 as follows: “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.”	To clarify that the status of policies JP-Strat1 to JP-Strat11 is not to set out specific requirements to be taken forward in local plans or to inform the preparation and determination of planning applications	GMCA8 SQ5.3

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	JP-Strat1 (2nd para.) and para. 4.26	51	Modify Policy JP-Strat1 (2nd para) and at the beginning of paragraph 4.26, as follows: Policy JP-Strat1, second paragraph "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.~~" Paragraph 4.26 "In total sufficient land has been identified in the Core Growth Area for almost ~~98,000~~ 69,000 new homes. Development within the City Centre and the Quays will…"	To clarify that reference to the available land supply is moved from Policy JP-Strat1 to the reasoned justification at paragraph 4.26 in order to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Core Growth Area Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA 4.1 PQ48 GMCA11.1 AP5
	JP-Strat1 (2nd & 3rd paras.)	51	Modify Policy JP-Strat1 (2nd para) and at the beginning of paragraph 4.26, as follows: "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.~~ 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~~."	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12

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	JP -Strat2 (1st para.)		Modify Policy JP-Strat2 (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~~. Development will generally be high density. It ~~Development~~ 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."	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12
	JP-Strat2 (4th para.) and para. 4.29	52	Modify Policy JP-Strat2 (fourth paragraph) and paragraph 4.29, as follows: Policy JP-Strat2 City Centre, fourth paragraph "~~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.~~" Paragraph 4.29 "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. Over the period ~~2020-2037~~ 2022-2039, land to accommodate around ~~2,200,000~~ 1,700,000 sqm of office floorspace, around ~~56,000~~ 54,000 new dwellings and minimal industry and warehousing (just ~~over 35,000~~ under 38,000 sqm) has been identified within the City	To clarify that reference to the available land supply is moved from Policy JP-Strat2 to the reasoned justification at paragraph 4.29 in order to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the City Centre Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA 4.1 PQ49 GMCA11.1 AP5 GMCA21 AP11

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			Centre. The City Centre offers significant opportunity to maximise the use of previously developed land. It will enable the delivery of a range of…"		
	JP-Strat3	54	Modify Policy JP-Strat3, 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~~. Development will generally be high density. The high environmental quality of the Quays (including its public realm, green infrastructure, wildlife sites and heritage assets) will be protected and enhanced as one of its essential distinguishing features, and excellent, distinctive design will continue to be a priority. ……. ~~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."	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12
	JP-Strat3 (2nd para) and para. 4.32	54	Modify Policy JP-Strat3 (Second paragraph) and Paragraph 4.32, as follows: Policy JP-Strat3 The Quays, Second paragraph "~~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~~	To clarify that reference to the available land supply is moved from Policy JP-Strat3 to the reasoned justification at paragraph 4.32 to	GMCA 4.1 PQ50

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			~~been identified within the Quays.~~ The new homes will be a range of…" Paragraph 4.32 "Although the Quays has seen very significant levels of investment in recent years, there is still enormous development potential within the area across all of its functions, including major expansion of the digital/creative cluster and significant residential opportunities. Over the period ~~2020-2037~~ 2022-2039, land to accommodate around ~~192,000~~ 155,000 sqm of office floorspace, around ~~12,500~~ 12,200 new dwellings and minimal industry and warehousing (around 6,000 sqm) has been identified within the Quays. 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…"	demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Quays Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5 GMCA21 AP11
	JP-Strat4	56	Modify Policy JP-Strat4, as follows: "Port Salford will be developed as an integrated tri-modal facility, with on-site canal berths, rail spur and container terminal as essential elements of the scheme. The overall facility will provide around 500,000 sqm of employment floorspace. This will include an extension of the permitted scheme onto land to the north and west of Barton Aerodrome, as allocated under Policy JP Allocation 29 'Port Salford Extension'. The development of Port Salford must be delivered together with ~~ensure that~~ necessary transport infrastructure ~~is delivered~~, including highway improvements to accommodate the likely	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12

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			scale of traffic generation, in a way that is compatible with committed 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. The growth of Port Salford will be managed to reflect the creation of additional capacity in the transport network and in accordance with the requirements of policy JPA29."		
	JP-Strat5	58-59	Modify Policy JP-Strat5, 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~~. New development will be ~~of high quality,~~ predominantly~~,~~ residential ~~(in providing~~ 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.~~ ~~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~~.	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12

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			~~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.~~"~~		
	JP-Strat5 (last para.) and para. 4.41	58-59	Modify Policy JP-Strat5 (last paragraph) and the reasoned justification at paragraph 4.41, as follows: Policy JP-Strat 5 Inner Areas (last paragraph) "~~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.~~" Reasoned justification text, paragraph 4.41 "Increasing housing provision in the inner areas would enable more people to access easily the opportunities of the Core Growth Area by walking, cycling and public transport and thereby reducing the need to travel. 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. Over the period ~~2020-2037~~2022-2039, land to accommodate around ~~270,000~~ 175,000 sqm of office, around 86,500 ~~132,000~~ sqm of industry and warehousing and around ~~30,000~~ 35,000 new dwellings has been identified within the inner areas."	To clarify that reference to the available land supply is moved from Policy JP-Strat5 to the reasoned justification at paragraph 4.41 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Inner Areas Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA 4.1 PQ55 GMCA11.1 AP5 GMCA21 AP11

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	Para. 4.43	59	Modify the first sentence of 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."	To clarify, identifying the areas covered by policy JP-Strat6	GMCA21 AP13
	JP-Strat6	60-61	Modify Policy JP-Strat6, 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 allocation of sites for development identified in Chapter 11 of this plan, ~~as identified in JP-Strat7 and JP-Strat8,~~ ~~the selective release of Green Belt and previously safeguarded land in key locations~~ 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 opportunities. In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation. ~~Development in this location will be of good quality and design, supported by the necessary infrastructure and amenities including improved access to green spaces.~~	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design. Also, by referring to the Green Belt changes being as those set out in chapter 11 and focussing on making as much use as possible of suitable previously-developed (brownfield) land through urban regeneration	GMCA21 AP12 & AP13

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			~~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.~~		
	~~JP-Strat6 (1st para.)~~	~~60~~	~~Modify Policy JP-Strat6 Northern Areas, as follows:~~ ~~"A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on prioritising the re-use of brownfield land through urban regeneration, enhancing the role of the town centres and increasing the mix, type, quality and range of residential offer. This will be complemented by improvements to transport connectivity and, as identified in JP-Strat7, JP-Strat8, the selective release of Green Belt and previously safeguarded land in key locations that will help to boost economic opportunities and diversify housing provision (GM-Strat7 and GM-Strat8)."~~ ~~Modify to address a typo in [PMM1, page 5], as follows:~~ ~~"JP-Strat7 and JP-Strat8"~~	~~To clarify that reference to the selective release of Green Belt and previously safeguarded land is purely about the allocations in the Plan~~ ~~To clarify that the references are appropriately phrased~~	~~GMCA 4.1 PQ56~~ ~~M5.1 Q5.9~~
	Para. 4.49, Figure 3.1 & Picture 4.2	61 38 63	Modify the reasoned justification to Policy JP-Strat7 at paragraph 4.49, as follows; "…There are ~~two~~ three major sites where land is removed from the Green Belt through this Plan, as well as significant development on land outside the Green Belt through the completion of the Kingsway Business Park. ~~In addition, a further opportunity for the expansion of the economic and residential offer is identified in the High Crompton Broad Location, an area that will remain in the Green Belt until such a~~	To clarify, ensuring that the policy is justified and provides an effective framework for local plans ~~To clarify that the identification of the 'High Crompton broad location' within the PfE plan does~~	GMCA21 AP14 ~~GMCA 4.1 PQ58~~

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			~~time as the review of this Plan and / or the Oldham Local Plan can demonstrate that it is necessary.~~ Developments in this location are not reliant on each other. The Northern Gateway site is of a transformative scale in its own right, but collectively they have the potential to significantly change the economic growth potential of the wider area". Consequential changes will also be made to Figure 3.1 Key Diagram and Picture 4.2 North-East Growth Corridor to remove references to the High Crompton Broad Location.	~~not negate the need for the removal of any land from the Green Belt in this location being subject to the requirements set out in national policy, including that around exceptional circumstances~~.	
	JP-Strat7 (2nd para.) and para. 4.50	62-63	Modify Policy JP-Strat7 (second paragraph) and the reasoned justification at paragraph 4.50, as follows: Policy JP-Strat7 North East Growth Corridor, second paragraph "~~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.~~" Paragraph 4.50 "...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. Land to accommodate almost one and a half million sqm of new employment floorspace and around ~~19,000 16,000~~ 20,000 new dwellings has been identified in the north east growth corridor. Collectively, these factors will ensure that the area has the ability to make a major contribution to the overall, inclusive growth of Greater Manchester, as well as specifically helping to improve the performance of the northern areas of the city region."	To clarify that reference to the available land supply is moved from Policy JP-Strat7 to the reasoned justification at paragraph 4.50 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the North East Growth Corridor Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA 4.1 PQ57 GMCA11.1 AP5 GMCA21 AP11

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	JP-Strat7	62-63	Modify Policy JP-Strat7, as follows: "Lying within the area and policy framework covered by JP-Strat 6, the North-East Growth Corridor which extends eastwards from Junction 18 of the M62 will deliver a nationally-significant area of economic activity ~~and growth~~ . This ~~which~~ 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. Specifically this Plan allocates ~~two~~three major sites within the area~~, and makes associated changes to the Green Belt boundaries,~~ as identified in Chapter 11 to support this growth: • Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)' • Policy JP Allocation 1.2 'Simister and Bowlee (Northern Gateway)' • Policy JP Allocation 2 'Stakehill' ~~In addition to these twothree 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~~	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design To clarify, ensuring that the policy is justified and provides an effective framework for local plans	GMCA21 AP12 GMCA21 AP14

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			~~this part of the conurbation well beyond the end of the 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.~~ ~~The development of the area must ensure that necessary infrastructure is delivered to accommodate the likely scale of development.~~"		
	JP-Strat8	65	Modify Policy JP-Strat8, as follows: "Lying within the area and policy framework covered by JP-Strat 6, the Wigan – Bolton Growth Corridor will deliver a regionally-significant area of economic and residential development. 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. ~~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,~~ <u>Specifically</u> this Plan allocates the following sites <u>as identified in Chapter 11,</u> ~~within the area,~~	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12 & AP17

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			~~and makes associated changes to the Green Belt,~~ to ~~further~~ support the success of the growth corridor: • Policy JP Allocation 4 'Bewshill Farm' • Policy JP Allocation 5 'Chequerbent North' • Policy JP Allocation 6 'West of Wingates / M61 Junction 6' • Policy JP Allocation 34 'M6 Junction 25' • Policy JP Allocation 37 'West of Gibfield' In addition, the following will also be supported: • The restoration of Hulton Park, and the provision of a Ryder Cup standard golf course and associated leisure and tourism facilities"		
	JP-Strat8 (3rd para.) and para. 4.56	64-65	Modify Policy JP-Strat8 (third paragraph) and paragraph 4.56, as follows: Policy JP-Strat8, third paragraph "~~Over the period 2020-2037, land to accommodate just over 1milion sqm of new employment floorspace and approximately 13,000 new dwellings has been identified within the area.~~" Paragraph 4.56 "There are numerous development sites already identified along this corridor, including some major brownfield sites such as those to the north of Leigh, south of Hindley and at Westwood Park. However, in order to maximise the contribution of this corridor to boosting the competitiveness of the northern areas, support the economic prospects of Wigan and Bolton, and maximise the benefits of new transport infrastructure, there is also selective release of land from the Green Belt for employment and housing development. Over	To clarify that reference to the available land supply is moved from Policy JP-Strat8 to the reasoned justification at paragraph 4.56 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Wigan- Bolton Growth Corridor	GMCA 4.1 PQ60

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			the period ~~2020-2037~~ 2022-2039, land to accommodate just over 1million sqm of new employment floorspace and approximately ~~13,000~~ 13,600 new dwellings has been identified within the area."	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5 GMCA21 AP11
	JP-Strat8, (final para, 2nd bullet point) and para. 4.57	64-65	Modify Policy JP-Strat8, final paragraph, 2nd bullet point and paragraph 4.57, as follows: "In addition, the following will also be supported: …The development of ~~land at Bolton Royal Hospital~~ a health innovation cluster, including a health village on land at Royal Bolton Hospital." Paragraph 4.57: "There are two significant assets at the eastern end of this growth corridor. Hulton Park is the proposed site for a Ryder Cup golf course and the Royal Bolton Hospital is a significant employer and the site of the Bolton College of Medical Sciences. ~~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 equivalent Development Plan Document following the adoption of Places for Everyone. The corridor also benefits from… "	To clarify that the references are appropriately phrased particularly in respect of emerging proposals for the land at Royal Bolton Hospital and that the identification of land for further development at Royal Bolton Hospital will be taken forward through the Bolton Local Plan or equivalent Development Plan Document following the adoption of Places for Everyone.	M5.1 Q5.11
	Figure 4.6	66	Modify Figure 4.6, to include: "Health Innovation Bolton" (centred on the hospital site).	To clarify the relationship of Figure 4.6 with policies within the Plan	M5.1 Q5.11
	JP-Strat9	68	Modify Policy JP-Strat 9, as follows: "The economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of	To clarify, ensuring consistency of approach across the strategic	GMCA21 AP12 & AP18

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			the southern areas will be protected and enhanced. There will be a strong emphasis on ~~prioritising the re-use~~ making as much use as possible of suitable previously developed ~~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~~ aAs 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. The economic potential of, and benefits of investment in Altrincham, Trafford's Main Town Centre and Manchester Airport, along with associated transport infrastructure will be maximised. 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.~~ ~~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.~~"	policies in relation to general matters such as infrastructure provision and quality of design	

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	JP-Strat9 (1st para)	68	Modify Policy JP-Strat9 Southern Areas, 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 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 as identified in Chapter 11 of this Plan."	To clarify that the reference to the selective release of Green Belt is purely about the allocations in the Plan	GMCA 4.1 PQ63
	JP-Strat10	70-71	Modify Policy JP-Strat10, as follows: "Lying within the area and policy framework covered by JP-Strat 9 this policy seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Development which is in line with: • Government policy and • Manchester's Local Plan policies ~~and~~ ~~• Manchester Airport Group's Corporate Social Responsibility Strategy~~ will be supported delivering a sustainable world class airport which will help to address issues raised by climate change. With high quality services and facilities it will be the UK's	To ensure unambiguous and clear policies	GMCA21 AP12

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			principal international gateway outside London. The airport and its surrounding locality will make a major contribution to the competitiveness of the North, Midlands and Wales by supporting inward investment, international trade and tourism, high quality new homes and supporting our economic and social regeneration. It will be central to raising our global profile and economic performance. The accessibility and connectivity of the area will be greatly enhanced, including through: A. The development of a new HS2 station immediately to the west of the airport; B. Northern Powerhouse Rail connections to other city regions; C. The construction of the Western Leg extension of Metrolink via the proposed HS2 station, connecting through Davenport Green back to the existing line near Wythenshawe Hospital; D. Improved local public transport services and connections such as Bus Rapid Transit links by a new spine road through the Timperley Wedge allocation towards Altrincham; E. Improved local public transport services and connections, including to Stockport and Cheshire East areas; F. The provision of a network of cycling and walking routes. The benefits of the exceptional connections will be maximised, including by: 1. Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing		

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			space (See Policy JP Allocation 10 'Global Logistics' and Manchester Local Plan); 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 (See Policy JP Allocation 3.1 'Medipark' and Manchester Local Plan) 3. Delivering approximately 60,000 sqm of office floorspace around the new HS2 Station (See Policy JP Allocation 3.2 'Timperley Wedge) 4. Providing a minimum of 1,700 new homes to the west of the M56 at Timperley Wedge, up to 2037 (See Policy JP Allocation 3.2 'Timperley Wedge); 5. Providing sufficient development opportunities to take full advantage of the introduction of HS2 and NPR into this location. This Plan allocates three sites near the airport~~, and makes associated changes to the Green Belt boundaries,~~ as identified in Chapter 11 to support these developments: • Policy JP Allocation 3.1 'Medipark' • Policy JP Allocation 3.2 'Timperley Wedge' • Policy JP Allocation 10 'Global Logistics'."		
	JP-Strat10 (1st para.) and para. 4.67	69-70	Modify Policy JP-Strat10, first paragraph and by deleting part of reasoned justification at paragraph 4.67, as follows: "Development which is in line with: • Government policy and • Manchester's Local plan policies ~~and~~	To clarify that the Corporate Social Responsibility Strategy is not a formal planning document, therefore it	M5.1 Q5.13

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			• ~~Manchester Airport Group's Corporate Social Responsibility Strategy~~…" Paragraph 4.67: "…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~~…"	has no planning status as such.	
	JP-Strat10 (3rd para.)	71	Modify Policy JP-Strat10, third paragraph, as follows: "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 Policy JP Allocation 10 'Global Logistics' and 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	To clarify by adding further detail to points 1 to 5 identifying the key documents where further information can be found	M5.1 Q5.13

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			the wider Manchester University NHS Foundation Trust (See Policy JP Allocation 3.1 'Medipark' and Manchester Local Plan) 3. Delivering approximately 60,000 sqm of office floorspace around the new HS2 Station (See Policy JP Allocation 3.2 'Timperley Wedge) 4. Providing a minimum of ~~1,700~~ ~~1,786~~ 1800 new homes to the west of the M56 at Timperley Wedge, up to ~~2037~~2039 (See Policy JP Allocation 3.2 'Timperley Wedge); 5. Providing sufficient development opportunities to take full advantage of the introduction of HS2 and NPR into this location."	Required as a result of the change to the plan period.	GMCA11.1 AP5 GMCA21 AP11
	Figure 4.7	72	Modify figure 4.7 to change '~~Airport City South~~' to 'Global Logistics'.	To clarify that the reference is appropriately phrased	GMCA 4.1 PQ67
	JP-Strat11	73	Modify Policy JP-Strat11, 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)~~ and ensuring that maximum regeneration benefits are secured. Major investment in active travel, public transport and highway infrastructure, such as the Carrington Relief Road, improvements to Junction 8 of the M60 and public transport corridors will be delivered to support the development of New Carrington, ensuring it is well-connected to the rest of Greater Manchester.	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12

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			Policy JP Allocation 33 'New Carrington' allocates the development site and provides more detailed requirements for its implementation."		
	JP-Strat11, (1st para.)	73	Modify Policy JP-Strat11, 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. Overall, around 5,000 new dwellings are expected to be delivered in the New Carrington area, ~~Over the period 2020-2037~~ with land identified to accommodate around ~~4,300~~ ~~4,250~~ 4300 dwellings and ~~350,000~~ ~~367,000~~ 365,000 sqm of employment floorspace ~~has been identified and~~ which will be delivered together with a new local centre over the period ~~2020-2037~~2022-2039."	To clarify the full amount of development expected to be delivered in the New Carrington area. Required as a result of the change to the plan period.	M5.1 Q5.15 GMCA11.1 AP5 GMCA21 AP11
	JP-Strat12 (4th para.) & paras. 4.74 and 4.77	74-75	Modify the 4th paragraph of Policy JP-Strat12 and paragraphs 4.74 and 4.77, 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 that designation become part of Salford's Adopted Local Plan, development in that location will be subject to this policy.~~" "Para. 4.74 We have ~~seven~~ eight main town centres: Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Salford Quays[1] and Wigan. They are immensely important to their host districts, and Greater Manchester as a whole, as a source of local identity and pride, the prime location for shops and services, and a major supply of	To clarify, reflecting the status of Salford Quays town centre	GMCA23 AP64

[1] This is contingent on Salford Quays being identified as a main town centre in Salford's Local Plan once it is adopted (adoption anticipated in January 2023)

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			employment and leisure opportunities. They are complemented by a diverse collection of smaller town centres and local centres across the nine districts.“ “Para. 4.77 ……. The main town centres offer the opportunity to provide a more affordable alternative to the City Centre ~~and the Quays~~, both for businesses to locate and skilled workers to live, whilst providing excellent access to services and facilities. The public transport corridors into the main town centres will also have an important function, especially as a location for new housing, further increasing the number of people with easy access to town centre facilities by sustainable modes of transport.”		
	JP-S1 (2nd para.)	82	Modify the second paragraph of Policy JP-S1, as follows: “In preparing plans, ~~P~~preference will be given to making as much use as possible of suitable~~using~~ previously-developed (brownfield) land and vacant buildings to meet development needs.”	To clarify, ensuring effectiveness and consistency with national policy	GMCA21 AP19
	Para. 5.7	83	Modify by deleting bullet point 3 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';~~	To clarify by removing reference the the deleted policy JP-S4	GMCA21 AP22
	Paras. 5.9 - 5.10	84	Modify by inserting a new paragraph to the reasoned justification to Policy JP-S2 between 5.9 and 5.10, as follows: “Local Area Energy Plans ~~are being~~ 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: (footnote) https://www.gov.uk/government/consultations/proposals-for-	To clarify the application of Local Area Energy Plans, Policy JP-S2 within the reasoned justification	GMCA 5.1 PQ75 and PQ76 and Q6.4

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<tr><td></td><td></td><td></td><td>heat-network-zoning. 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. And 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.”</td><td>To clarify that Local Area Energy Plans (LAEP) have already been developed</td><td>GMCA21 AP20</td></tr>
<tr><td></td><td>Para. 5.14</td><td>85</td><td>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 within residential developments.”</td><td>To clarify which elements are relevant for residential development</td><td>M6.1
Q6.6</td></tr>
<tr><td></td><td>Table 5.1</td><td>85</td><td>Modify Table 5.1 including the heading, as follows:
“Table 5.1 Targets for Reducing Energy Demand and Onsite Renewable Energy Generation within residential developments.”

<table><tr><th></th><th>Space Heat Demand (25)</th><th>Hot Water Energy Demand (26)</th><th>Renewable Energy Generation Targets</th></tr><tr><td>2021 - 2025</td><td>Houses (30kWh/m2)

Flats (25kWh/m2)</td><td>20% energy demand reduction in the total heat required for</td><td>*Photovoltaic installation: 20% ground floorspace</td></tr></table></td><td>To clarify which elements are relevant for residential development

To clarify, updating targets and references, providing consistency with national policy</td><td>M6.1
Q6.6

GMCA21 AP20</td></tr>
</table>

[25] As calculated within SAP 10.2 ~~2012~~, Space Heating Requirement (Box9~~9~~8 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)

[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, as shown in Calculation Reference 62 in SAP10.2.

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<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
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<tr><td></td><td></td><td>water heating ~~(compared to Part L 2013)~~</td><td></td></tr>
<tr><td>2025 - onwards</td><td>Houses (20kWh/m2)

Flats (15kWh/m2)</td><td>^20% energy demand reduction in the total heat required for water heating ~~(compared to Part L 2020)~~</td><td>*Photovoltaic installation: 40% ground floorspace</td></tr>
<tr><td>*Ground floorspace used as a proxy for available roof area.</td><td></td><td></td><td></td></tr>
<tr><td>^will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded.</td><td></td><td></td><td></td></tr>
</table>
</td><td></td><td></td></tr>
<tr><td></td><td>Para. 5.16</td><td>86</td><td>Modify paragraph 5.16 of the reasoned justification as follows:
“5.16 By following […]. The Mayor of Greater Manchester ~~is~~ has developed~~ing~~ the Greater Manchester~~an~~ Environment</td><td>To clarify that the Greater Manchester Environment Fund has now been</td><td>GMCA21 AP20</td></tr>
</table>

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			Fund, which will provide a mechanism for carbon offset payments to be made."	established; providing a potentially suitable mechanism for carbon offset payments, alongside any other approaches developed by the districts.	
	Para. 5.19	86	Modify the reasoned justification, following paragraph 5.19, as follows: "The adequate provision of electric vehicle charging points within new development should be sensitively located so that they do not negatively affect the street scene, pedestrian and cyclist amenity or access, particularly for people with a disability." Modify the original modification (set out above) proposed by GMCA 3.1 PQ17, deleting as follows: ~~"The adequate provision of electric vehicle charging points within new development should be sensitively located so that they do not negatively affect the street scene, pedestrian and cyclist amenity or access, particularly for people with a disability."~~ Replace with: "Under amendments to the Building Regulations ~~(June 2022),~~ 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. ~~However, the Building~~	To take account of changes to the Building Regulations that came into effect on 15 June 2022. However this modification is superseded by the modification set out below to paragraph 5.19 (M6.1, Q6.6 & Q6.8). To ensure the policy is clear and unambiguous and effective, assisting both further plan making and decision makers when considering planning applications To clarify by referring to the Building Regulations	GMCA 3.1 PQ17 M6.1 Q6.6 & Q6.8 GMCA21 AP20

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			~~Regulations are limited in scope to the number of EV charge points to be provided.~~ ~~The Greater Manchester Electric Vehicle Charging Infrastructure (ECVI) Strategy sets out a clear strategy to encourage the expansion of the wider electric vehicle charging network in GM including by setting guidance that goes beyond the requirements within Building Regulations, in relation to nonresidential development.~~ The provision of adequate electric vehicle charging points in new development also involves a number of considerations including: i. 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. ii. 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. iii. Potential for EV Car Club requirements which also relates to the type of development and its location. iv. 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).~~; and~~ ~~v. The number of charge points required to meet demand (both current and likely future demand). Meeting current and likely~~		

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			~~future demand can be achieved through requirements for both active and passive EV charging infrastructure in new development. Active charge points refer to spaces that are fully wired and ready to use from the outset of the development. Passive provision refers to the provision of the necessary underlying infrastructure (power supply capacity and the ducting installed within car parking facilities) to enable simple expansion of charge points in the future, as demand increases.~~"		
	JP-S2 (criterion 4) & para. 5.19		Modify by deleting criterion 4 of Policy JP-S 2, as follows: "~~4. Keeping fossil fuels in the ground;~~" The following consequential modification to the reasoned justification is proposed to 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 Centre(29) 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).~~"	To clarify, ensuring consistency with national policy	GMCA21 AP19
	JP-S2 (criterion 5)	87	Modify Policy JP-S2 by deleting criterion 5 and footnote 30, as follows:	To provide clarity and remove duplication within	M6.1 Q6.4

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			"~~5. Planning for a balanced and smart electricity grid by identifying geographical locations which could support energy assets~~" Delete footnote 30: "~~30. Such assets could be heating/ cooling networks, electricity generation or storage infrastructure or a mixed hybrid approach subject to local demand and connectivity.~~"	criterion 5 and 7 of Policy JP-S2 and associated footnote 30.	
	JP-S2 (criterion 7)	87	Modify by deleting criterion 7 of Policy JP-S 2, as follows: "~~7. Development of Local Area Energy plans to develop cost effective pathways to achieve carbon targets;~~"	To clarify that Local Area Energy Plans (LAEP) have already been developed	GMCA21 AP20
	JP-S 2 (criterion 8)	87	Modify criterion 8 of Policy JP-S 2, as follows: "8. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;"	To clarify, ensuring that the policy is deliverable and consistent with the national policy	GMCA21 AP20
	JP-S2 (criterion 8(a))	87	Modify Policy JP-S 2 8a, as follows: "8a Work toward being~~Be~~ net zero (31) carbon from 2028 ~~by following the energy hierarchy~~, which means; i. 2022-2025 - applies to emissions in 'operation'; ii. 2025-2028 - in addition to (i) and unregulated emissions; and iii. 2028 onwards - in addition to (i) and (ii), emissions 'in construction' should be considered. ~~(w~~With any residual carbon emissions offset) by following the energy hierarchy, which in order of importance seeks to: …" "Footnote 31: ~~Applied to operational net zero carbon up to 2028 and considered for net zero 'in construction' from 2028 onwards~~ Target trajectory is expected to be in line with 2025	To clarify the approach to net zero development in the periods 2022-2025, 2025-2028 and 2028 onwards, including any requirements for 'offsetting'	GMCA21 AP20

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			Future Homes Standard; net zero carbon is defined in the UK GBC Framework (https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition/). ~~Minimum carbon reduction target expected to be in line with 2025 Future Homes Standard of 80%.~~" "~~With an interim requirement that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations (32).~~" Remove footnote 32: "~~32 Or until such time that this level is superseded by changes to national building regulations~~"	To take account of changes to the Building Regulations that came into effect on 15 June 2022 and remove associated footnote 32.	GMCA 3.1 PQ17 GMCA 5.1 PQ74 and M6.1 Q6.7
	JP-S2 (criterion 8b)	87	Modify criterion 8b of Policy JP-S2, as follows: "8b Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;"	To clarify expectations for the number of EV charging points to be provided is in line with Part S of the Building Regulations	GMCA21 AP20
	JP-S2 (criterion 8d) & last para.	88	Modify criterion 8d and the last paragraph of Policy JP-S2, as follows: "8d. In residential developments, ~~A~~achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation~~.~~, in accordance with Table 5.1."	To clarify, providing effectiveness for the policy by referring to Table 5.1	GMCA21 AP20

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			"Districts ~~Local Plans~~ may set out specific carbon emission reduction and energy demand targets within Local Plans. ~~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.~~"		
	JP-S3 (criterion 1) and paras. 5.20 and 5.22	88-89	Modify Policy JP-S3 criterion 1 and paragraphs 5.20 and 5.22 , as follows: Policy JP-S3 "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~~ have been identified where:" Paragraph 5.20 "5.20…heat networks could be an important part of the least-cost mix of technologies needed to achieve UK-wide decarbonisation targets by 2050. Figure 5.1 shows the broad 'Heat and Energy Network Opportunity Areas' across the nine districts and this will be further refined by the districts when more local evidence becomes available." "5.22 Further analysis has ~~as~~ identified heat networks as among the technologies/systems offering the highest technical potential to contribute to ~~carbon emissions~~ the reduction in carbon emissions." Modify paragraph 5.20 and 5.22 further than the modifications set out above and in GMCA5.1 PQ77, as follows: 5.20 "…Figure 5.1 and the policies map show~~s~~ the broad 'Heat and Energy Network Opportunity Areas' across the nine	To clarify that the policy wording of Policy JP-S3 and the related reasoned justification text is appropriately referenced and phrased. To ensure that Figure 5.1 is clearly referenced within the reasoned justification. Supersedes modification to paragraph 5.20 (set out above). To clarify further by including	GMCA 5.1 PQ77 and M6.1 Q6.9

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			districts and ~~this~~ these areas will be further refined by the districts when more local evidence becomes available." 5.22 " Further analysis has ~~as~~ identified heat networks as among the technologies/systems offering the highest technical potential to contribute to ~~carbon emissions~~ the reduction in carbon emissions…."	explicit reference to the policies map to ensure the effective delivery of the policy To clarify that the reasoned justification text to Policy JP-S3 is appropriately referenced and phrased	
	New para. 5.23	89	Modify by inserting new paragraph after paragraph 5.23 , as follows: "To comply with ~~criteria 3 of~~ Policy JP-S 3, heat and energy network ~~viability~~ assessments will be required as part of an energy statement to support ~~with~~ planning applications for new developments within the identified "Heat and Energy Network Opportunity Areas" to demonstrate compliance with PfE energy policies. ~~Policy JP-S3 criteria 3 a-g sets out the content of heat network viability assessments required t~~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: 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;	To clarify and make unambiguous, and therefore effective, in the interpretation of Policy JP-S3,by removing guidance regarding the interpretation of the policy from the body of policy and incorporating it into the associated reasoned justification.	M6.1 Q6.11 GMCA21 AP21

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			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).”		
	JP-S2 (criterion 2 & 3)	89-90	Modify criterion 2 and 3 of Policy JP-S2, as follows: “2. Within the identified “Heat and Energy Network Opportunity Areas”, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially ~~un~~viable, ~~there will be~~ it is expected that: a. ~~A requirement that n~~ New residential developments that are '10 dwellings or more' or other developments over 1,000 m2 floorspace shall ~~should evaluate the viability of~~: i. Connect~~ing~~ to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network) ~~has been identified within the Heat Network Opportunity Areas);~~ and/or ii. Install~~ing~~ 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~~	To clarify, making the Policy effective and consistent with national policy	GMCA21 AP21

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			~~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~~; ~~3. In support of the above, all decentralised heat/energy network viability assessments are required to demonstrate consideration and analysis of:~~ ~~a. Identification of existing and proposed heat/energy loads;~~ ~~b. Identification of heat/energy supply sources;~~ ~~c. Identification of opportunities to utilise renewable and low carbon energy sources; d. Identification of opportunities to utilise waste and secondary heat sources;~~ ~~e. Impact of proposals and technology choices on local air quality;~~ ~~f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK (42), or equivalent); and~~ ~~g. Adopting appropriate consumer protection standards (e.g. Heat Trust (43), or equivalent).~~	To clarify by removing guidance regarding the interpretation of the policy from the body of policy and incorporating it into the associated reasoned justification.	

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			Footnote – ~~41. Ministry of Housing, Communities and Local Government, National Planning Policy Framework, (2021), Paragraph 11~~		
	Figure 5.1	91	Modify Figure 5.1, as follows: "Heat and energy network ~~opportunities~~ opportunity areas" Also, 'Heat and energy network opportunity areas' are to be included on Policies Map [SD2].	To provide clarity on the implementation of the policy and ensure its effectiveness by showing the areas on the visual policies map [SD2]; assisting both the further plan making and decision making	M6.1 Q6.9
	JP-S4	92-93	Modify by deleting Policy JP-S4 in its entirety.	To clarify, ensuring that policies in the Plan are clearly written and unambiguous and avoid unnecessary duplication with the exception of Criterion 1 that is to be incorporated into Policy JP-P 1 at Criterion 8	GMCA21 AP22
	Para. 5.38	94	Modify by adding to the end of paragraph 5.38, as follows: "…All new homes have to meet mandatory national standard set out in Building Regulations (of 125 litres/person/day) and 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	To clarify, providing supporting information to the reasoned justification for policy JP-S5, criterion 8	M6.1 Q6.15

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			water demand, which will be determined through district local plans.		
	JP-S5 (1st para.)	95	Modify Policy JP-S5, first paragraph, as follows: "~~Through development management an~~ 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: 1. Returning rivers to a more natural state, where practicable~~, in line with the North West River Basin Management Plan~~;	To retract our proposed modification from PQ78 (GMCA5.1) because taking a catchment-based approach to protect the quantity and quality of water bodies will be implemented through district local plans as well as development management and by moving the reference to the North West River Basin Management Plan from criterion 1 to the opening paragraph of JP-S5 ~~To clarify that Policy JP-S5 will be implemented through the planning application system, in line with NPPG for Water supply, Wastewater and Water Quality, under the Water Environment (Water Framework~~	GMCA21 AP23 ~~GMCA 5.1 PQ78 GMCA 5.1 PQ74~~

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				~~Directive) (England and Wales) Regulations 2017~~	
	~~JP-S5 (criterion 1)~~		~~Modify Policy JP-S5 (criterion 1), as follows:~~ ~~"1. Returning rivers to a more natural state, where practicable, in line with reference to the North West River Basin Management Plan; "~~	~~To clarify, ensuring that the North West River Basin Management Plan is taken into account in decision-making~~	~~M6.1 Q6.13~~
	JP-S5 (criterion 4) and para.5.36	95	Modify criterion 4 of Policy JP-S5 and paragraph 5.36 of the reasoned justification by adding the following two sentences to the end of the paragraph, 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~~. Development should aim to 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." "Para 5.36 …they would be inappropriate. Development proposals should aim to get as close to greenfield run-off rates as possible, depending on site conditions. Alternative surface water discharge rates can be set out in district local plans to reflect local circumstances and evidence."	To clarify the circumstances in which exceptions to the requirements of criterion 4 would apply	GMCA21 AP23
	JP-S5 (criterion 7)	95	Modify by deleting criterion 7 of Policy JP-S5, as follows:	To clarify, removing unnecessary duplication as sufficiently covered by	M6.1 Q6.14

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			"~~7. Securing further investment in wastewater treatment to reduce the frequency of intermittent discharges of storm sewage; and~~ "	Policy JP-D1 Infrastructure Implementation criteria 2, 3 and 5.	
	JP-S5 (criterion 8)	95	Modify criterion 8 of Policy JP-S5, as follows: "8. As a minimum, 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. ~~Conserving water and maximising water efficiency in new development.~~"	To clarify the water efficiency standards that development is expected to achieve	GMCA21 AP23
	Para. 5.44	97	Modify paragraph 5.44 of the reasoned justification, 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 5~~10~~ 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."	To clarify, ensuring consistency with up to date WHO Air quality guidelines	GMCA21 AP24
	JP-S6 (criterion 2)	100	Modify criterion 2 of Policy JP-S6, as follows: "2. Determining planning applications ~~in accordance with~~ having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK	To clarify that applications will be determined 'having	GMCA21 AP24

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			(EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;"	regard' to the IAQM and EPUK Guidance	
	JP-S6 (criterion 3)	100	Modify criterion 3 of Policy JP-S6, as follows: "3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data 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; ~~and, if approved, to make appropriate provision for future monitoring of air pollution;~~"	To clarify 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	GMCA21 AP24
	JP-S6 (criterion 4)	100	Modify criterion 4 of Policy JP-S6, 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;"	To clarify, ensuring consistency with national planning policy (NPPF para 188)	M6.1 Q6.19
	JP-S6 (criterion 5) & para. 5.49		Modify criterion 5 of Policy JP-S6 and paragraph 5.49 of the reasoned justification by adding the following two sentences, as follows: "5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;" "Para. 5.49 ….. 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. Significantly expanding the existing network of publicly accessible EV charging infrastructure will be important to encourage and	To clarify that this criterion relates to support being given to proposals for commercial EV charging infrastructure	GMCA21 AP24

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			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. ~~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. …..”		
	JP-S6 (criterion 6) and paras. 5.48 and 5.49	101-102	Modify Policy JP-S6.6 and paragraphs 5.48 and 5.49, as follows: Policy JP-S6.6, criterion 6: “6. Implementing the ~~charging Clean Air Zone within the Plan area, as directed by Government~~ Clean Air Plan and associated measures;” Paragraphs 5.48 and 5.49: “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~~.” “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...”	To clarify, making deletions that are in line with the government’s agreement that the charging Clean Air Zone will not go ahead (30th May 2022). GM Local authorities are awaiting a government decision in relation to their revised Clean Air Plan (non-charging)	GMCA 5.1 PQ79 GMCA 5.1 PQ74

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	JP-S6 (criterion 9)	100	Modify criterion 9 of Policy JP-S6, as follows: "9. Controlling traffic and parking within and around schools, ~~and~~ early years sites and other locations that are particularly sensitive to air quality;"	To clarify that the criterion also applies to other locations that are particularly sensitive to air quality	GMCA21 AP24
	JP-S7 (criterion 1)	102	Modify Policy JP-S7, criterion 1, as follows: "1. Development and implementation of the ~~Resource~~ Zero Waste 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;"	To clarify that the policy wording of JP-S7 appropriately references the GM Zero Waste Strategy	GMCA 5.1 PQ80 GMCA 5.1 PQ74
	JP-S7 (criterion 2)	102	Modify Policy JP-S7, criterion 2, deleting 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;~~ "	To clarify, avoiding duplication with policy JP-P1 criterion 10 and ensuring the plan is effective	M6.1 Q6.20
	JP-J1 (criterion G)	109-110	Modify criterion G of Policy JP-J1, as follows: "G. Maximising the potential of the key growth locations set out in JP-Strat 1 to JP-Strat 12 ~~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:~~ i. ~~The expanding City Centre, which will be further strengthened as the most significant economic location in the UK outside London, providing a high concentration of jobs that are highly accessible from across Greater Manchester and beyond. The city centre includes the~~	To ensure consistency with JP-Strat 1 to JP-Strat 12 and to remove ambiguity	GMCA21 P25

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			~~Oxford Road corridor which will continue to develop as a world-class innovation hub with a very high concentration of research activity and enhanced business connections~~ ~~ii. The Quays, delivering sustained growth as a major business location including an internationally important digital and creative cluster~~ ~~iii. The Core Growth Area wider area of economic activity at the heart of Greater Manchester, stretching from the Etihad Campus in the east, through the City Centre and The Quays, to Trafford Park and the Trafford Centre, providing which provides an enormous and extremely diverse range of businesses and jobs (currently accounting for around one-quarter of employment in Greater Manchester, with this proportion expected to grow), and with key clusters of growth sectors~~ ~~iv. Manchester Airport Enterprise Zone, with the expansion of the airport as the UK's primary international gateway outside London and the South East providing easy business connectivity across the world, and increased employment activity around the airport, Wythenshawe Hospital/Medipark, and the proposed HS2 station~~ ~~v. The seven main town centres (Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale and Wigan), providing a stronger focus for local economic activity, and exploiting important advantages such as the direct mainline rail links to London from Stockport and Wigan, HS2 and the university in Bolton~~		

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			~~vi. Port Salford, providing sustainable freight connections by water and rail and acting as an international gateway via facilities at the Port of Liverpool that are capable of accommodating ships larger than those which can be accommodated by the Panama Canal - "Post-Panamax"~~ ~~vii. Northern Gateway, with a massive expansion of the existing employment areas forming a major facility similar in size to Trafford Park, helping to deliver a better distribution of growth across Greater Manchester and boosting the economy of the northern part of the city-region~~ ~~viii. M6 logistics hub in Wigan, extending into Warrington, St Helens and West Lancashire, providing a major cluster of warehousing and distribution activity along the M6 corridor with easy access to the Port of Liverpool via the M58~~ ~~ix. New Carrington, delivering a significant mixed-use development accommodating major new employment floorspace on predominantly brownfield land. This will create a sustainable neighbourhood linking to the existing deprived communities in Carrington, Partington and Sale West, providing jobs as well as improved transport, social and green infrastructure.~~"		
	~~JP-J1, criterion G(iii)~~	~~109~~	~~Modify Policy JP-J1, criterion G(iii), as follows:~~ ~~"The Core Growth Area wider area of economic activity at the heart of Greater Manchester, stretching from the Etihad~~	~~To clarify the key growth locations ensuring consistency across the~~	~~M5.1 Q5.4~~

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			~~Campus in the east, through the City Centre and The Quays, to Trafford Park and the Trafford Centre, providing~~ ~~which provides an enormous and extremely diverse range of businesses and jobs (currently accounting for around one-quarter of employment in Greater Manchester, with this proportion expected to grow), and with key clusters of growth sectors.”~~	~~Plan, including Policy JP-Strat1~~	
	~~JP-J1, criterion G(iv)~~	~~110~~	~~Modify Policy JP-J1, criterion G (iv), as follows:~~ ~~“Manchester Airport Enterprise Zone, with the expansion of the airport as the UK’s primary international gateway…”~~	~~To clarify the sustainable growth location of Manchester Airport ensuring consistency across the Plan, including Policy JP-Strat10~~	~~M5.1~~ ~~Q5.13~~
	~~JP-J1, new criterion G ix~~	~~110~~	~~Modify Policy JP-J1 (G) with a new criterion ix, as follows:~~ ~~“ix. New Carrington, delivering a significant mixed-use development accommodating major new employment floorspace on predominantly brownfield land. This will create a sustainable neighbourhood linking to the existing deprived communities in Carrington, Partington and Sale West, providing jobs as well as improved transport, social and green infrastructure.”~~	~~To clarify and ensure consistency with the other named strategic sites, providing explicit reference to Policy JP-Strat 11 New Carrington~~	~~M7.1~~ ~~Q7.1~~
	JP-J2 (para. 2)	112	Modify paragraph 2 of the policy, as follows: “…This includes the selective removal of land from the Green Belt and other land previously safeguarded for development, as identified in chapter 11 of this plan, to provide the quality of well-connected employment land…” Further modify paragraph 2 of Policy JP-J2, as follows: “….as set out in Policy JP-J 3 'Office Development' and Policy JP-J 4 'Industry and Warehousing Development'. ~~We will work~~	To clarify that Policy JP-J2 is referring to sites removed from the Green Belt in the Plan that are allocated for employment development To clarify that it is not the intention of Policy JP-J2 to suggest that district	GMCA 3.1 PQ37 M7.1 Q7.2

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			~~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.~~"	local plans will need to remove land from the Green Belt to allocate employment sites	
	JP-J2 (para. 3) & paras. 6.17 & 6.36	112	Modify the third paragraph of JP-J2 and to paragraphs 6.17 and 6.36, as follows: "….. This will include local employment areas as well as strategic locations<u>.</u> ~~such as the Tame Valley and the core of Trafford Park, and associated transport infrastructure such as the Trafford Park Freight Terminal.~~" "Para. 6.17 ….A good combination of existing <u>strategic sites, such as Trafford Park</u>, small scale sites and new sites and premises will therefore be required." "Para. 6.36 …..The lowest level of new supply is in Tameside, where there will be a greater reliance on existing sites and premises, such as in the <u>strategically important</u>, Tame Valley, which will need to be protected accordingly."	To clarify by removing potential ambiguity within the Policy JP-J2	GMCA21 AP26
	Para 6.22	113	Modify paragraph 6.22, as follows: "6.22 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 diversity, and consequently there may~~	To clarify, making the policy justified and consistent with national policy	GMCA21 AP28

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			~~need to be restrictions on the loss of office floorspace particularly in key locations~~."		
	JP-J3	113	Modify Policy JP-J3 as follows: "At least ~~1,900,000~~ 2,019,000 sqm of accessible new office floorspace will be provided in the Plan area over the period ~~2021-2037~~ 2022-2039, with a focus on:.."	Required as a result of the change to the plan period.	GMCA11.1 AP5
	JP-J3, criterion 3	114	Modify Policy JP-J3, criterion 3, as follows: "Manchester Airport ~~Enterprise Zone~~ and its environs, taking advantage of the extensive international connections… "	To clarify the sustainable growth location of Manchester Airport ensuring consistency across the Plan, including Policy JP-Strat10	M5.1 Q5.13
	JP-J3 (2nd para.)	114	Modify the second paragraph of Policy JP-J3, as follows: "The refurbishment of existing office accommodation will be encouraged including improving standards of accessibility, in accordance with Part M (Volume 2) Building Regulations."	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36
	JP-J3 (last para.)	114	Modify the last paragraph of Policy JP-J3, 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.~~ Each district will contribute to providing the overall minimum requirement for office development as set out in table 6.1."	To clarify, making the policy justified and consistent with national policy To provide a minimum district employment requirement based on the 2022 land supply and for	GMCA21 AP28 GMCA21 AP27

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<tr><td></td><td></td><td></td><td></td><td>the plan period of 2022-2039.</td><td></td></tr>
<tr><td></td><td>Para 6.23</td><td>114</td><td>Modify by inserting new paragraphs at the beginning of the policy reasoned justification, before existing paragraph 6.23, as follows:

“<u>Office Requirement</u>

<u>To ensure the required provision of accessible new office floorspace over the plan area, each district should deliver their portion of the overall requirement of 2,019,000 sqm over the period of 2022-2039. Individual district minimum requirements for office floorspace provision have been identified in table 6.1.</u>

<table><tr><th>District</th><th><u>Total Office Supply 2022-2039 (sqm)</u></th><th><u>Minimum District Office Floorspace Requirement (sqm)</u></th></tr><tr><td>Bolton</td><td><u>70,739</u></td><td><u>49,588</u></td></tr><tr><td>Bury</td><td><u>1,177</u></td><td><u>825</u></td></tr><tr><td>Manchester</td><td><u>2,069,735</u></td><td><u>1,450,895</u></td></tr><tr><td>Oldham</td><td><u>81,998</u></td><td><u>57,481</u></td></tr></table></td><td>To provide a minimum district employment requirement based on the 2022 land supply and for the plan period of 2022-2039.</td><td>GMCA21 AP27</td></tr>
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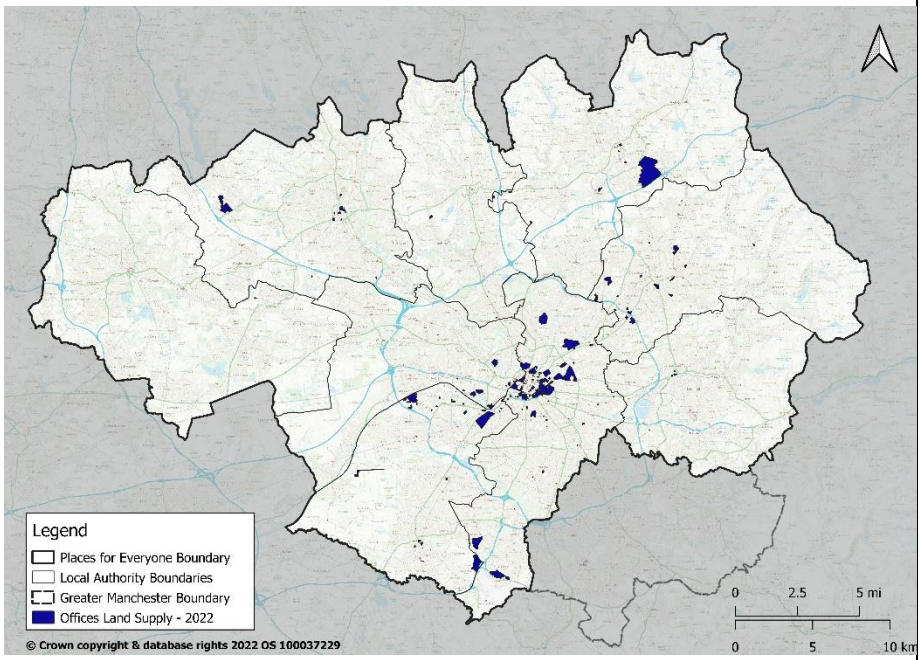
<table>
<tr><td>Rochdale</td><td>101,002</td><td>70,803</td></tr>
<tr><td>Salford</td><td>309,102</td><td>216,682</td></tr>
<tr><td>Tameside</td><td>20,680</td><td>14,497</td></tr>
<tr><td>Trafford</td><td>223,661</td><td>156,788</td></tr>
<tr><td>Wigan</td><td>2,055</td><td>1,441</td></tr>
<tr><td>Places for Everyone</td><td>2,880,150</td><td>2,019,000</td></tr>
</table>
Table 6.1 Minimum District Office Floorspace Requirement for 2022-2039

The district minimum requirement for office floorspace will assist in the delivery and monitoring of JP-J3 and inform relevant local plan policies. The minimum district requirements will be used to inform Local Plan policy preparation to deliver their portion of the overall office floorspace requirement. In ensuring the delivery of their minimum district requirement over the plan period, district Local Plans may consider introducing policies which set out phasing of the office floorspace requirement over the plan period, should it be considered necessary.

In the event that subsequent district local plans have plan periods that extend beyond 2039, it is not possible to simply roll forward the employment land requirements from the PfE plan which means that the PfE cannot provide district
</td><td></td><td></td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			employment land targets for year 2039 / 2040 and beyond. Therefore, if a local plan has a plan period beyond 2039 the plan-making authority will have to consider on the basis of evidence whether to make provision for additional employment land allocations in respect of plan period years beyond 2039. Office Supply [new heading]"		
	Table 6.1		Modify by re-numbering table 6.1 (existing supply table) as table 6.2.	To clarify, resulting from a consequential change to the Plan	GMCA21 AP27
	Para. 6.23	114	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~~ under ~~3,275,000~~ 2,815,650 sqm of floorspace.	Required as a result of the change to the plan period.	GMCA11.1 AP5

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td>Figure 6.2</td><td>115</td><td>2022 Existing office land supply
 
</td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5</td></tr>
<tr><td></td><td>Para. 6.25 and Table 6.1</td><td>115-116</td><td>Modify paragraph 6.25 as follows:
“Table 6.1 'Office land supply ~~2020-2037~~<u>2022-2039</u>' summarises the sources of office land supply up to ~~2037~~<u>2039</u>.

Replace Table 6.1 with the following:
Table ~~6.1~~ <u>6.2</u> Office land supply ~~2020-2037~~ <u>2022-2039</u>
<table>
<tr><th>District</th><th>Existing Supply 2022-2039 (sqm floorspace)</th><th>Places for Everyone</th><th>Total 2022-2039</th></tr>
</table></td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5 & GMCA21 AP27</td></tr>
</table>

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><th></th><th>Brownfield</th><th>Greenfield</th><th>Mixed</th><th>Allocations (sqm floorspace)[4]</th><th></th></tr>
<tr><td>Bolton</td><td>56,780</td><td>3,447</td><td>10,512</td><td>-</td><td>70,739</td></tr>
<tr><td>Bury</td><td>1,177</td><td>-</td><td>-</td><td>-</td><td>1,177</td></tr>
<tr><td>Manchester</td><td>1,873,445</td><td>128,484</td><td>3,306</td><td>64,500</td><td>2,069,735</td></tr>
<tr><td>Oldham</td><td>67,093</td><td>-</td><td>14,905</td><td>-</td><td>81,998</td></tr>
<tr><td>Rochdale</td><td>19,753</td><td>81,249</td><td>-</td><td>-</td><td>101,002</td></tr>
<tr><td>Salford</td><td>309,102</td><td>-</td><td>-</td><td>-</td><td>309,102</td></tr>
<tr><td>Tameside</td><td>20,110</td><td>570</td><td>-</td><td>-</td><td>20,680</td></tr>
<tr><td>Trafford</td><td>190,661</td><td>33,000</td><td>-</td><td>-</td><td>223,661</td></tr>
<tr><td>Wigan</td><td>-</td><td>2,055</td><td>-</td><td>-</td><td>2,055</td></tr>
<tr><td>Places for Everyone</td><td>2,538,122</td><td>248,805</td><td>28,723</td><td>64,500</td><td>2,880,150</td></tr>
</table>
</td><td></td><td></td></tr>
<tr><td></td><td>Policy JP-J4</td><td>117</td><td>Modify Policy JP-J4 as follows:
“At least ~~3,330,000~~ 3,538,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period ~~2021-2037~~ 2022-2039.</td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5 & GMCA21 AP27</td></tr>
</table>

[4] Excluding floorspace identified in baseline supply or anticipated to be delivered post-2039.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace~~., with a focus on:~~ ~~1. Offering a range of opportunities~~ ~~2. Making the most of the key locations identified in Policy JP-J 1 'Supporting Long-Term Economic Growth'~~ ~~3. Significantly increasing the supply of high-quality sites across the northern parts of Greater Manchester to help increase the competitiveness of that area, including a major strategic opportunity at Northern Gateway~~ ~~Individual sites providing more than 100,000 sqm of industrial and warehousing floorspace should, where there is likely to be demand and it is appropriate to the location, incorporate:~~ ~~A. Opportunities for manufacturing businesses, particularly advanced manufacturing;~~ ~~B. Units capable of accommodating small and medium sized enterprises;~~ ~~C. Overnight parking for heavy goods vehicles; and~~ ~~D. Promote and support access by sustainable modes of transport.~~ <u>Each district will contribute to providing the overall minimum requirement for industry and warehousing development as set out in table 6.3.</u>	To clarify by rationalising the Policy, avoiding repetition and potential ambiguity in the Plan and ensuring the policy is justified To provide a minimum district employment requirement based on the 2022 land supply and for the plan period of 2022-2039.	GMCA21 AP29 GMCA21 AP27

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td>Para. 6.31</td><td>118</td><td>Modify by inserting new paragraphs at the beginning of the policy reasoned justification, before existing paragraph 6.31, as follows:

“<u>Industry and Warehousing Requirement</u>

<u>To ensure the required provision of new, accessible, industry and warehousing floorspace over the plan area, each district should deliver their portion of the overall requirement of 3,538,000 sqm over the period of 2022-2039. Individual district minimum requirements for industry and warehousing floorspace provision have been identified in table 6.3.</u>

<table>
<tr><th>District</th><th><u>Total Supply 2022-39 (sqm)</u></th><th><u>Minimum District Industry and Warehousing Requirement (sqm)</u></th></tr>
<tr><td>Bolton</td><td><u>705,861</u></td><td><u>609,022</u></td></tr>
<tr><td>Bury</td><td><u>608,584</u></td><td><u>525,090</u></td></tr>
<tr><td>Manchester</td><td><u>75,693</u></td><td><u>65,308</u></td></tr>
<tr><td>Oldham</td><td><u>278,922</u></td><td><u>240,656</u></td></tr>
<tr><td>Rochdale</td><td><u>584,883</u></td><td><u>504,641</u></td></tr>
<tr><td>Salford</td><td><u>548,316</u></td><td><u>473,091</u></td></tr>
<tr><td>Tameside</td><td><u>274,072</u></td><td><u>236,471</u></td></tr>
</table>
</td><td>To provide a minimum district employment requirement based on the 2022 land supply and for the plan period of 2022-2039.</td><td>GMCA21 AP27</td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref

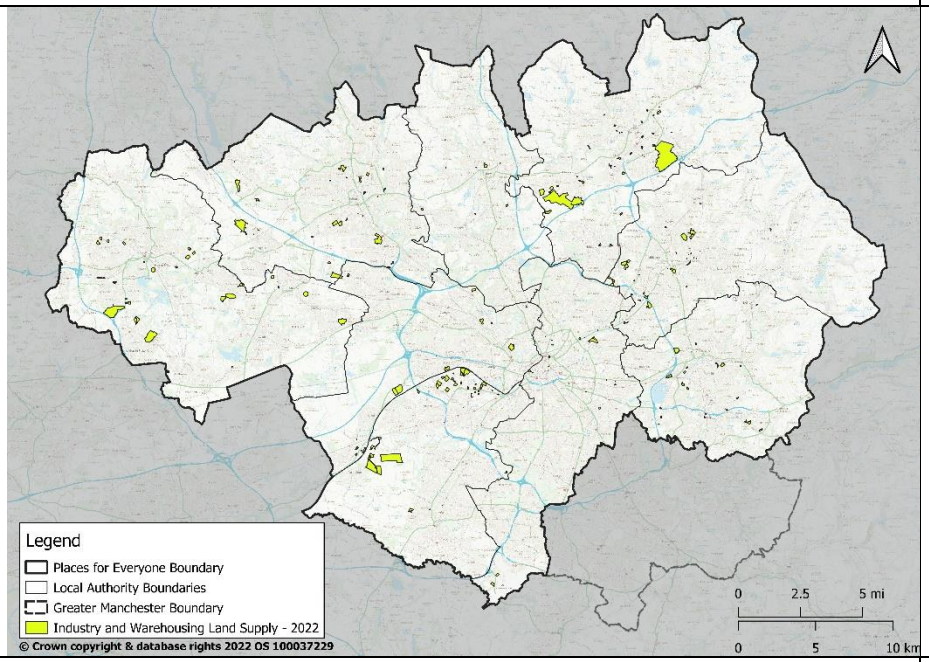
Trafford	543,919	469,297
Wigan	480,321	414,424
Places for Everyone	4,100,571	3,538,000

Table 6.3 Minimum District Industrial and Warehousing Floorspace Requirement for 2022-2039

The district minimum requirement for industry and warehousing floorspace will assist in the delivery and monitoring of JP-J4 and inform relevant local plan policies. The minimum district requirements will be used to inform Local Plan policy preparation to deliver their portion of the overall industry and warehousing floorspace requirement. In ensuring the delivery of their minimum district requirement over the plan period, district Local Plans may consider introducing policies which set out phasing of the industry and warehousing requirement over the plan period, should it be considered necessary.

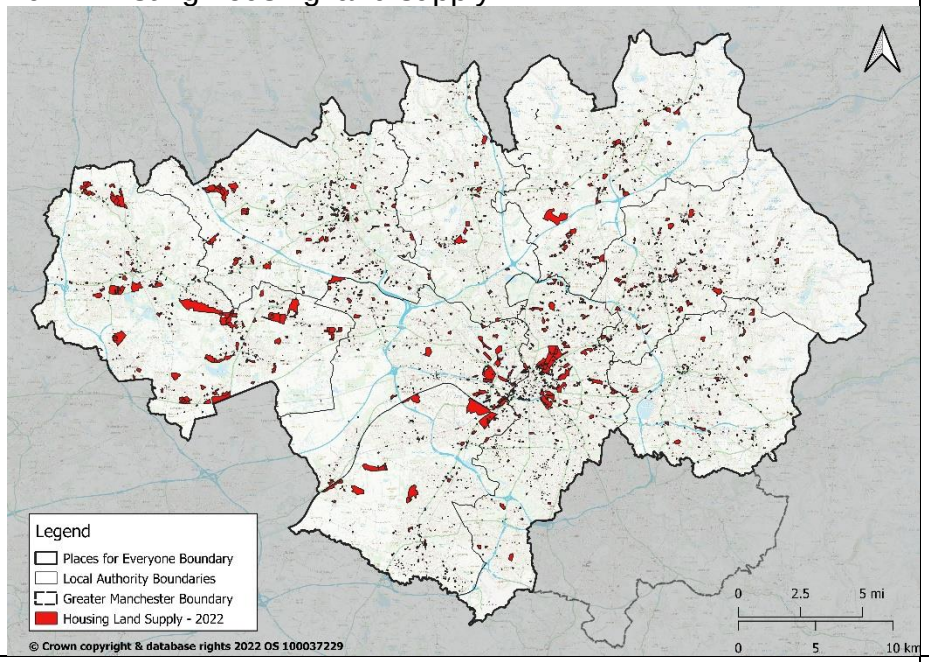
In the event that subsequent district local plans have plan periods that extend beyond 2039, it is not possible to simply roll forward the employment land requirements from the PfE plan which means that the PfE cannot provide district employment land targets for year 2039 / 2040 and beyond. Therefore, if a local plan has a plan period beyond 2039 the plan-making authority will have to consider on the basis of

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			evidence whether to make provision for additional employment land allocations in respect of plan period years beyond 2039. Industry and Warehousing Supply [new heading]" Renumber table 6.2 (existing supply table) as table 6.4.		
	Para. 6.32	118	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~~ 2,070,000 sqm of floorspace."	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5
	Figure 6.3	119	2022 Existing industry and warehousing supply	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
					
	Para. 6.34	119-120	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~~2039. 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~~2039. 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	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td></td><td></td><td>opportunities, almost a further ~~480,000~~ 368,400 sqm has been identified which is likely to be delivered after ~~2037~~2039.”</td><td></td><td></td></tr>
<tr><td></td><td>Table 6.2</td><td>121</td><td>Replace Table 6.2 with the following:
<table>
<tr><th rowspan="2">District</th><th colspan="3">Existing Supply 2022-2039 (sqm floorspace)</th><th rowspan="2">Places for Everyone Allocations (sqm floorspace)[5]</th><th rowspan="2">Total 2022-2039</th></tr>
<tr><th>Brownfield</th><th>Greenfield</th><th>Mixed</th></tr>
<tr><td>Bolton</td><td>195,913</td><td>115,295</td><td>8,653</td><td>386,000</td><td>705,861</td></tr>
<tr><td>Bury</td><td>10,725</td><td>6,859</td><td>-</td><td>591,000</td><td>608,584</td></tr>
<tr><td>Manchester</td><td>37,838</td><td>12,855</td><td>-</td><td>25,000</td><td>75,693</td></tr>
<tr><td>Oldham</td><td>83,171</td><td>-</td><td>59,031</td><td>136,720</td><td>278,922</td></tr>
<tr><td>Rochdale</td><td>137,572</td><td>203,311</td><td>-</td><td>244,000</td><td>584,883</td></tr>
<tr><td>Salford</td><td>224,862</td><td>3,454</td><td>-</td><td>320,000</td><td>548,316</td></tr>
<tr><td>Tameside</td><td>59,867</td><td>52,489</td><td>1,716</td><td>160,000</td><td>274,072</td></tr>
<tr><td>Trafford</td><td>414,439</td><td>-</td><td>26,115</td><td>103,365</td><td>543,919</td></tr>
<tr><td>Wigan</td><td>83,125</td><td>303,579</td><td>33,117</td><td>60,500</td><td>480,321</td></tr>
<tr><td>Places for Everyone</td><td>1,247,512</td><td>697,842</td><td>128,632</td><td>2,026,585</td><td>4,100,571</td></tr>
</table></td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5</td></tr>
</table>

[5] Excluding floorspace identified in baseline supply or anticipated to be delivered post-2039.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			Table 6.2 Industry and warehousing land supply ~~2020-2037~~ 2022-2039		
	Figure 7.1	128	2022 Existing housing land supply 	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5
	Para. 7.12 & 7.13	129-130	Modify paragraphs 7.12 and & 7.13 as follows: "Para 7.12 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, and demonstrates that brownfield land will be the predominant source of land over the plan period.	To provide context and clarity as a result of text being removed from Policy JP-H1 and added to the reasoned justification.	GMCA21 AP32

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td></td><td></td><td>“Para. 7.13 The table below summarises the sources of housing land supply up to ~~2037~~ 2039[6].”</td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td></td></tr>
<tr><td></td><td>Table 7.1</td><td>130</td><td>Replace Table 7.1 with the following:

Table 7.1 Sources of housing land supply ~~2020-2037~~ 2022-2039
<table>
<tr><th rowspan="2">District</th><th colspan="3">Strategic Housing Land Availability Assessment</th><th rowspan="2">Allowances</th><th rowspan="2">Places for Everyone Allocations[7]</th><th rowspan="2">2022-2039 Land Supply</th></tr>
<tr><th>Brownfield land</th><th>Greenfield land</th><th>Mix brownfield land and greenfield land</th></tr>
<tr><td>Bolton</td><td>9,786</td><td>2,729</td><td></td><td>1,396</td><td>-</td><td>13,911</td></tr>
<tr><td>Bury</td><td>3,486</td><td>566</td><td>360</td><td>348</td><td>4,900</td><td>9,660</td></tr>
<tr><td>Manchester</td><td>50,212</td><td>2,915</td><td>10,560</td><td>686</td><td>-</td><td>64,373</td></tr>
<tr><td>Oldham</td><td>7,793</td><td>1,228</td><td>1,262</td><td>923</td><td>1,980</td><td>13,186</td></tr>
</table></td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5</td></tr>
</table>

[6] An updated Table 7.1 to reflect the 2022-2039 plan period is provided in GMCA11.1 – Table AP5C.

[7] Excluding homes identified in existing land supply and homes anticipated to be delivered post-2039.

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><td>Rochdale</td><td>5,503</td><td>2,291</td><td>574</td><td>-782</td><td>4,006</td><td>11,592</td></tr>
<tr><td>Salford</td><td>29,246</td><td>2,040</td><td>1,229</td><td>2,089</td><td>1,500</td><td>36,104</td></tr>
<tr><td>Tameside</td><td>5,127</td><td>714</td><td>455</td><td>562</td><td>1,894</td><td>8,752</td></tr>
<tr><td>Trafford</td><td>14,716</td><td>2,465</td><td>825</td><td>323</td><td>4,917</td><td>23,246</td></tr>
<tr><td>Wigan</td><td>10,870</td><td>5,353</td><td>172</td><td>744</td><td>1,600</td><td>18,739</td></tr>
<tr><td>Places for Everyone</td><td>136,739</td><td>20,301</td><td>15,437</td><td>6,289</td><td>20,797</td><td>199,563</td></tr>
</table>
</td><td></td><td></td></tr>
<tr><td></td><td>Para. 7.19</td><td>132</td><td>Modify paragraph 7.19 as follows:

“Taking all of these factors into account, it is anticipated that there will be around ~~8,732~~ ~~9,409~~ 9,063 housing completions on average up until March ~~2025~~ ~~2027~~ 2025, increasing to an average of around ~~10,305~~ ~~10,210~~ 10,305 net additional dwellings per annum up to March ~~2030~~ ~~2032~~ 2030 and accelerating to around ~~11,200~~ ~~11,013~~ 10,719 per annum up to March ~~2037~~ 2039. 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~~.”</td><td>Required as a result of the change to the plan period and the updated 2022 land supply</td><td>GMCA11.1 AP5 GMCA21 AP32</td></tr>
<tr><td></td><td>Para. 7.20</td><td>132</td><td>Modify by retracting the text originally inserted at the end of paragraph 7.20 of the reasoned justification text, as follows:</td><td>To clarify that each of the nine local planning authorities is expected to</td><td>GMCA 3.1 PQ28</td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			"~~Each of the nine local planning authorities are expected to adopt a local plan to identify a sufficient supply of housing sites (in addition to the relevant allocations in this Plan) to ensure that the minimum delivery rates in their district set out in Policy JP-H1 Table 7.2 can be achieved~~."	adopt a local plan to identify a sufficient supply of housing sites (in addition to the relevant allocations in the Plan), in accordance with NPPF 68 To clarify as a result of text being removed from the reasoned justification and added to Policy JP-H1	GMCA21 AP32
	After para. 7.20	132	Modify by inserting a new paragraph at the end of the reasoned justification above Policy JP-H1, as follows: "Each local planning authority will be required to identify and update annually a supply of specific deliverable sites in their district to provide a minimum of five years' worth of housing 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."	To clarify that each local planning authority will be required to identify and update annually a supply of specific deliverable sites in their district to provide a minimum of five years' worth of housing against the minimum delivery rates for the district set out in Policy JP-H1 Table 7.2	GMCA 3.1 PQ30
	Policy JP-H1	132	Modify Policy JP-H1 as follows: "A minimum of ~~164,880~~ 175,185 net additional dwellings will be delivered over the period 2022-~~37~~39, or an annual average of around 10,305."	Required as a result of the change to the plan period.	GMCA11.1 AP5

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	JP-H1 (2nd para)	133	Modify the second paragraph of Policy JP-H1, as follows: "~~Table 7.1, defines the land supply, demonstrating that brownfield land will be the predominant source of land over the plan period.~~ The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets."	To clarify that Table 7.1 is removed from the main body of Policy JP-H1 and forms part of the reasoned justification for the policy, and to ensure consistency with proposed modifications to paragraph 11.2 and the new paragraph 11.3.	GMCA 3.1 PQ27 GMCA21 AP32
	JP-H1 (before final para.)	133	Modify by adding the following before the final paragraph of the policy text, as follows: "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."	To clarify that the "delivery rates" in Table 7.2 are intended to be the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for in their local plans, in accordance with NPPF 68	GMCA 3.1 PQ25 M8.1 Q8.1
	JP-H1 (final para.)	133	Modify the final paragraph of Policy JP-H1, as follows: "The phasing of development is set out in Table 7.2. Each local planning authority will be required to identify and update annually a supply of specific deliverable sites in their district to provide a minimum of five years' worth of housing 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.	To clarify, as text removed from reasoned justification and added to Policy JP-H1	GMCA21 AP32

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td></td><td></td><td>Each local authority will monitor delivery rates within their area and will take action as necessary to ensure that delivery rates are maintained as anticipated in this plan. If this regular monitoring reveals significant deviation from the phasing in this plan, the factors resulting in these changes will be determined and consideration will be given to what action would be appropriate, including development management action and review of the policies in this plan. ~~Any shortfall or surplus will be distributed over the remainder of the full plan period when calculating five-year supply.~~ This work would feed into the regular reviews of this plan, although individual authorities may wish to take specific local action outside the formal review process to ensure that they can maintain delivery rates.”</td><td></td><td></td></tr>
<tr><td></td><td>~~JP-H1 (Table 7.2)~~</td><td>~~133~~</td><td>~~Modify Table 7.2, as follows:~~
~~Replace the annual average 2021-2037 for Trafford with the correct figure of 1,112~~ 1,122~~.~~</td><td>~~To correct an error, based on the 2021-2037 total for Trafford of 17,954 the annual average for Trafford is 1,122 (not 1.112)~~</td><td>~~M8.1 Q8.3~~</td></tr>
<tr><td></td><td>Table 7.2</td><td>133</td><td>Modify Table 7.2 with updated version, as follows:
Table 7.2 Distribution and Phasing of new dwellings 2021-~~2037~~2039
<table><tr><th>~~District~~</th><th>~~Annual average~~</th><th>~~2022-2027 (annual)~~</th><th>~~2027-2032 (annual)~~</th><th>~~2032-2039 (annual)~~</th><th>~~Total 2022-2039~~</th></tr><tr><td>~~Bolton~~</td><td>~~787~~</td><td>~~637~~</td><td>~~787~~</td><td>~~894~~</td><td>~~13,378~~</td></tr><tr><td>~~Bury~~</td><td>~~452~~</td><td>~~328~~</td><td>~~452~~</td><td>~~540~~</td><td>~~7,680~~</td></tr></table></td><td>Required as a result of the change to the plan period</td><td>~~GMCA11.1 AP5~~</td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref

~~Manchester~~	~~3,533~~	~~3,533~~	~~3,533~~	~~3,533~~	~~60,061~~
~~Oldham~~	~~680~~	~~514~~	~~680~~	~~799~~	~~11,563~~
~~Rochdale~~	~~616~~	~~587~~	~~616~~	~~637~~	~~10,474~~
~~Salford~~	~~1,658~~	~~1,658~~	~~1,658~~	~~1,658~~	~~28,186~~
~~Tameside~~	~~485~~	~~336~~	~~485~~	~~591~~	~~8,242~~
~~Trafford~~	~~1,122~~	~~939~~	~~1,122~~	~~1,253~~	~~19,076~~
~~Wigan~~	~~972~~	~~877~~	~~972~~	~~1,040~~	~~16,525~~
~~PfE~~	~~10,305~~	~~9,409~~	~~10,305~~	~~10,945~~	~~175,185~~

	Annual average	2022-2025	2025-2030	2030-2039	Total
Bolton	787	787	787	787	13,379
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

GMCA21 AP31

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<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><td>Trafford</td><td>1,122</td><td>817</td><td>1,122</td><td>1,254</td><td>19,077</td></tr>
<tr><td>Wigan</td><td>972</td><td>814</td><td>972</td><td>1,025</td><td>16,527</td></tr>
<tr><td>PfE</td><td>10,305</td><td>9,063</td><td>10,305</td><td>10,719</td><td>175,185</td></tr>
</table>
</td><td></td><td></td></tr>
<tr><td></td><td>JP-H2</td><td>135</td><td>Modify Policy JP-H2, as follows:
“Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:
1. Significantly increasing the supply of new housing, in accordance with Policy JP-H 1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases.
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 homes[81], 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
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~~
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing</td><td>To clarify, providing a strategic framework for local plans in setting targets for affordable homes</td><td>GMCA21 AP33</td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households. [81] A definition of the different forms of affordable housing is given in Annex 2: Glossary (page 64) of the NPPF - see National planning policy framework."		
	Para. 7.23	134	Modify paragraph 7.23, as follows: "There are around 72,000 households on the local authority registers, with over 26,000 of these identified as being in reasonable preference for housing.[79] It is estimated that around 38% of newly forming households are unable to afford to buy or rent a home at lower quartile prices.[80] New build is just one of the ways to meet this need. 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."	To clarify, providing a strategic context for local plans in setting targets for affordable homes	GMCA21 AP33
	Para. 7.31	136	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.~~"	To clarify, resulting from the removal of Table 7.3 from the Plan	GMCA21 AP37

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<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td>Table 7.3</td><td>136-137</td><td>Remove Table 7.3 from the Plan.

~~Replace Table 7.3 with the following table:~~

<table><tr><th>~~District~~</th><th>~~% Houses 2022-39~~</th><th>~~% Apartments 2022-39~~</th></tr><tr><td>~~Bolton~~</td><td>~~63%~~</td><td>~~37%~~</td></tr><tr><td>~~Bury~~</td><td>~~72%~~</td><td>~~28%~~</td></tr><tr><td>~~Manchester~~</td><td>~~15%~~</td><td>~~85%~~</td></tr><tr><td>~~Oldham~~</td><td>~~61%~~</td><td>~~39%~~</td></tr><tr><td>~~Rochdale~~</td><td>~~81%~~</td><td>~~19%~~</td></tr><tr><td>~~Salford~~</td><td>~~18%~~</td><td>~~82%~~</td></tr><tr><td>~~Tameside~~</td><td>~~61%~~</td><td>~~39%~~</td></tr><tr><td>~~Trafford~~</td><td>~~39%~~</td><td>~~61%~~</td></tr><tr><td>~~Wigan~~</td><td>~~80%~~</td><td>~~20%~~</td></tr><tr><td>~~PfE total~~</td><td>~~39%~~</td><td>~~61%~~</td></tr></table></td><td>To clarify, setting the context for the appropriate mix of dwelling types and sizes to be determined locally, reflecting local plan policies

~~Required as a result of the change to the plan period and the updated 2022 land supply.~~</td><td>GMCA21 AP37

~~GMCA11.1 AP5~~</td></tr>
<tr><td></td><td>JP-H3 (2nd para.)</td><td>138</td><td>Modify Policy JP-H3, 2nd paragraph, as follows :
~~“The precise mix of dwelling types and sizes will be determined through district local plans,~~ and have regard to ~~masterplans and other guidance,… ”~~

Modify the second paragraph of Policy JP-H3 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</td><td>To clarify that the reference is appropriately phrased</td><td>~~GMCA 5.1 PQ74~~

GMCA21 AP35</td></tr>
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Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence."		
	Para. 7.34	138	Modify by adding a new paragraph after paragraph 7.34, as follows: "The following definitions and interpretation apply to Policy JP-H4: • 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] • All distances are measured in a straight line. The designated centres are as defined in district local plans. [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."	To clarify that text removed from Policy JP-H4 and forms part of the reasoned justification for the policy	GMCA21 AP38
	JP-H4	138-140	Modify Policy JP-H4 as follows: "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:"	To clarify that the reference is appropriately phrased and allows a degree of flexibility. Definitions and interpretation now form part of the reasoned justification.	GMCA21 AP38

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			"~~And where it would not compromise the overall delivery of new homes in the district~~". "In order to achieve an appropriate mix of housing across 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>: A. 35-70 dwellings per hectare: primarily houses B. 70-120 dwellings per hectare: mix of houses and apartments C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable ~~Definitions and interpretation~~ ~~• Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site.~~ ~~• Distances should be measured from the boundary of the designated centre or GMAL area.[85] All distances are measured in a straight line.~~ ~~• The designated centres are as defined in district local plans.~~ ~~[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.~~		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	JP-G1 (2nd para.)	144	Modify Policy JP-G1 name as follows: "~~Valuing Important Landscapes~~ Landscape Character"	To ensure clarity of interpretation and avoid ambiguity from the original name of the policy 'Valuing Important Landscapes', as it is acknowledged that these landscapes are not all valued in so far as paragraph 174(a) of the NPPF is concerned	GMCA23 AP40
	JP-G1 (2nd para.)	144	Modify Policy JP-G1, second paragraph, as follows: "The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require ~~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."	To clarify the term 'interface of new development' within Policy JP-G1	GMCA 5.1 PQ90
	Para. 8.15	147	Modify by inserting four new paragraphs after paragraph 8.15: as follows: "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 whoever of these are most relevant and will provide appropriate supporting guidance as they develop. The GMCA will develop standards in relation to access to natural green space which seek to maximise the overall proportion of	To clarify, relating to standards, resulting from consequential changes proposed as a result of the deletion of policy JP-G8)	GMCA23 AP47

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			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. 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. 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."		
	JP-G2 (2nd para.)	147	Modify the second paragraph of Policy JP-G2,as follows: "The protection, management and enhancement of Green Infrastructure will contribute to the development of a Local	To clarify the role of Local Nature Recovery Strategy	GMCA23 AP43

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			Nature Recovery ~~Network~~ Strategy for Greater Manchester. This Strategy will feed into the development of a Nature Recovery Network locally and nationally."		
	JP-G2 (3rd para.) and after para. 8.15	147-148	Modify by deleting the third paragraph of Policy JP-G2 and inserting after paragraph 8.15, as follows: "~~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:~~ a. ~~Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington);~~ b. ~~Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale);~~ c. ~~South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak);~~ d. ~~West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley);~~ e. ~~Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East);~~ f. ~~Red Moss and Middle Brook Valley (Bolton);~~ g. ~~Hulton Park (Bolton);~~ h. ~~Cutacre Country Park (Bolton, Salford and Wigan);~~ i. ~~Lower Medlock Valley (Manchester);~~ j. ~~Moston Brook Corridor (Manchester and Oldham);~~ k. ~~Roch Valley (Rochdale);~~ l. ~~Hollingworth Lake and Surrounds (Rochdale); and~~	To avoid confusion and ensure clarity of interpretation in so far as the broadly illustrated opportunity areas are concerned, given these are not clearly defined boundaries.	GMCA23 AP41 & AP42

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			m. ~~Carrington (Trafford)~~" New para.(after 8.15) "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: a. Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington); b. Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale); c. South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak); d. West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley); e. Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East); f. Red Moss and Middle Brook Valley (Bolton); g. Hulton Park (Bolton); h. Cutacre Country Park (Bolton, Salford and Wigan); i. Lower Medlock Valley (Manchester); j. Moston Brook Corridor (Manchester and Oldham); k. Roch Valley (Rochdale); l. Hollingworth Lake and Surrounds (Rochdale); and m. Carrington (Trafford)."		

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	Policy JP-G2 (new para. 3)	147-148	Modify by inserting new paragraphs (moved and amended from Policy JP-G2 paragraph 4 as below), as follows: "These Green Infrastructure Opportunity Areas have been chosen because they are or a strategic scale and capable of delivery 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. 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."	To ensure consistency with other modifications relating to moving the opportunity areas text from the policy to reasoned justification.	GMCA23 AP42
	Policy JP-G2 (para. 4)	147-148	Modify Policy JP-G2, paragraph 4, 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~~	To avoid confusion and avoid repetition with text moved to the reasoned justification, and ensure consistency with other modifications.	GMCA23 AP42

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			~~opportunities will be identified in the appropriate source(s) over time as the overall green infrastructure network evolves.~~"		
	JP-G2 (between 4th & 5th paras.) and new para. after 8.15	147-148	Modify by adding a new paragraph between paragraphs 4 and 5 of Policy JP-G2, which has then further modified, and by a new paragraph in the reasoned justification, after paragraph 8.15 , as follows: "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 ~~contribute towards green infrastructure enhancement opportunities in the~~ 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." New paragraph after 8.15: "Development proposals that involve the removal of land from the Green Belt and are required to contribute towards green infrastructure enhancement opportunities in the remaining Green Belt 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."	To clarify interpretation and avoid ambiguity to Policy JP-G2 and its supporting text. Further modified to be consistent with the requirements of the final sentence of paragraph 142 of the National Planning Policy Framework in respect of compensatory improvements to environmental quality and accessibility.	M9.1 Q9.4 GMCA23 AP44
	Policy JP-G2 (para. 5)	148	Modify paragraph 5 of Policy JP-G2, 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~~. Where new or	To clarify, reflecting consequential changes to the Plan	GMCA23 AP46

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			improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance."		
	JP-G3 (criterion 8)	153	Modify criterion 8 of Policy JP-G3,as follows: "8. Where compatible with the requirements of commercial and freight use, increase the use of canals and watercourses for active travel, with improved and extended rights of way alongside the water providing walking and cycling routes for both recreation and commuting, thereby increasing access to natural green space; and"	To clarify, providing certainty that there should be no conflict between the ongoing commercial and freight requirements of canals (particularly the Manchester Ship Canal)	GMCA23 AP49
	JP-G4 (1st para.)	155	Modify paragraph 1 of Policy JP-G4, as follows: "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, enhanced and restored, with a strong emphasis on reconnecting local communities to the natural and historic environments."	To clarify interpretation and avoid ambiguity	GMCA23 AP50
	JP-G5 (1st para.)	157	Modify paragraph of Policy JP-G5, as follows: "Our upland areas, as identified by the Open Moorlands and Enclosed Upland Fringes Landscape Character Types in Figure 8.1, contain important component parts of the green infrastructure network, including significant areas of blanket bog priority habitat, Sites of Biological Important (SBIs), Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs), woodlands and habitats vulnerable to climate change. In making planning decisions and carrying out other associated activities, we will seek to:"	To clarify interpretation and avoid ambiguity	GMCA23 AP51

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	JP-G5 (new criterion 7) and para. 8.33	156-157	Modify the additional criterion 7 in Policy JP-G5 and revised paragraph 8.33, as follows: "7. Ensure that new development ~~close to the SAC and SPAs~~ 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: (a) 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; (b) 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. (c) 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: (i) the provision of on-site suitable alternative natural greenspace or financially contribute to off-site provision of such greenspace; and (ii) A financial contribution to the implementation of a Strategic Access, Monitoring and Management Strategy for the SAC and SPAs."	To clarify, ensuring the effectiveness of the Habitats Regulations Assessment (HRA) work to reduce the impact of the plan on European designated habitat sites To clarify further by deleting part of the text in the new criterion 7 to JP-G5 that we also proposed in our response to Q9.5 and replacing it with additional text to set out the approach to mitigation in the three impact zones.	M9.1 Q9.5 GMCA21 AP30

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			Paragraph 8.33: **"**8.33 The importance of the mosaic of moorland habitats is reflected in a range of international, national and local designations, including parts of the large South Pennine Moors Special Area of Conservation and Special Protection Area. These habitats support important breeding bird populations ~~and it is important the new nearby development does not have an adverse impact through domestic features, disturbances, recreation and loss/disturbance to functionally linked habitats~~. 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. 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. 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 recreation, including dog walking. Therefore, within 7km of the SAC and SPAs new	By retracting the modification to para. 8.33 that GMCA proposed in response to M9.1 Q9.5 and replacing it with four new paragraphs to: explain the recreation disturbance impact on the South Pennine Moors SAC/SPAs; explain the approach taken to mitigate the impact in the three zones; make reference to the districts of Rochdale, Oldham and Tameside; and to clarify the role of the SPA.	

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			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. 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: • the exceptions in which development would be permitted within 400m of the SAC/SPAs: • how land should be assessed for functionally linked habitats within 2.5km of the SPAs, including guidance on avoidance and mitigation; and • 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. The peat soils of the uplands store significant volumes of carbon, but extensive areas are degraded. Habitat restoration, particularly of blanket bog, but also other wetland habitats and woodland, will be important for addressing multiple green infrastructure priorities such as sequestering carbon from the atmosphere, minimising flood risk, reducing soil erosion,		

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			improving water quality, combating the heat island effect of Greater Manchester and enhancing biodiversity. However, such restoration may have future land use implications, for example by requiring the re-wetting of moorland and/or the blocking of drainage ditches."		
	JP-G6	159	Modify the second bullet point of Policy JP-G6, as follows: • "we will work with developers and other stakeholders to deliver new high quality urban green spaces ~~which meet accessibility standards~~."	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36 & GMCA23 AP52
	Para. 8.44	159-160	Modify paragraph 8.44, as follows: "Impressive efforts have been made over the past three decades to increase tree cover and the results of this are starting to take effect. ~~and t~~These efforts ~~are now being~~ have been 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~~. This guidance provides an overarching strategy for individual districts to develop local tree strategies, greenspace plans or similar related strategies…"	To clarify the application of the adopted Tree and Woodland Strategy by each District, as appropriate	GMCA 5.1 PQ93
	JP-G7	160-161	Modify Policy JP-G7 as follows: "~~In making planning decisions and carrying out other associated activities, w~~We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect	To clarify which elements of Policy JP-G7 are relevant to local plans and development management and what	GMCA23 AP53

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			and enhance woodland, and connect people to the trees and woodland around them, including by: <u>This will be done through local planning and associated activities such as:</u> 1. Protecting and expanding the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded cloughs and pockets of ancient and riverside (riparian) woodland; 2. Encourage~~e~~<u>ing</u> habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees; 3. Aiming to plant a tree for every resident in the plan area over the next 25 years as part of the City of Trees initiative; 4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low grade agricultural land and land in need of remediation; 5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre; 6. Considerably increasing the provision of street trees within urban areas; 7. Promoting the provision of community orchards to increase fruit consumption;	the implications are for development	

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			8. Promoting the opportunity for woodland conservation to raise awareness for the sustainable use of timber; 9. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience; 10. Improving public access to woodland and trees particularly by sustainable travel models to capture the health and wellbeing benefits whilst managing the associated pressures; 11. Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management, urban cooling and carbon storage/sequestration; <u>And through development as follows:</u> 12. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, with a preference for on-site provision; and 13. Protecting trees and woodland during the construction phase of development."		
	JP-G8	162	Modify by deleting Policy JP-G8 in its entirety, as follows: **~~Policy JP-G8: Standards for Greener Places~~** ~~"We 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. The Accessible Natural Greenspace Standards (ANGSt)~~	To clarify, avoiding ambiguity and repetition within other parts of the plan; the policy does not set out specific development management or plan-making requirements and	GMCA23 AP54

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			~~published by Natural England will provide the principal starting point as their focus on ensuring good accessibility to different sizes of green space for all residents make them an appropriate approach at a sub-regional level. More detailed standards regarding specific habitats, designations, quality or functions of green space may be set out in district local plans, taking account of local circumstances and opportunities.~~ • ~~**A "Green Factor"**, which sets out the level of on-site green infrastructure that new developments are expected to provide so as to meet their occupants' needs and contribute to the extent and interconnectedness of the wider network. The Green Factor will provide a baseline expectation based on the proportion of the site that is covered by different types of green infrastructure features.~~ ~~Development has a major role in helping to achieve such standards, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in 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.~~"	it is considered would be better placed within the reasoned justification.	

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	Para. 8.52	163	Modify paragraph 8.52, as follows: "If our overall aims of a major net enhancement of biodiversity value and improved access to nature are to be achieved then all new development will have to play its part, each delivering a net gain in biodiversity. This could involve the protection and improvement of existing habitats, the creation of new ones, and/or the strengthening of connections between them. The Defra metric (DEFRA 3.0 or later) ~~Recognised metrics~~ will be applied to new development proposals to calculate and demonstrate a measurable net gain in biodiversity of no less than 10%."	To clarify by referring to the DEFRA metric	GMCA23 AP57
	JP-G9 (paras. 1, 2a, 2c & 2e) and para. 8.53	164-165	Modify paragraphs 1, 2a, 2c, and deleting 2e and the last paragraph of Policy JP-G9 and modify paragraph 8.53 of the reasoned justification, as follows: Modify Policy JP-G9, paragraph 1, as follows: "~~Across the plan as a whole, a~~ A net enhancement of biodiversity resources will be sought, including, where relevant, by:" Modify paragraph 2, part a(i) of Policy JP-G9, as follows: "Avoiding significant harm to biodiversity, particularly where it is irreplaceable, ~~and including~~ through consideration of alternative sites with less harmful impacts ~~where appropriate~~, then" Modify Policy JP-G9, paragraph 2, criterion A ii) & iii), as follows: "ii) Adequately M~~m~~itigating ~~(within the local area)~~ any harm to biodiversity, then iii) Adequately C~~c~~ompensating ~~(within the local area)~~ for any remaining harm to biodiversity"	To clarify that parts 1-7 refer to local plans, removing any ambiguity To clarify, reflecting the wording of national policy paragraph 180(a)	GMCA23 AP55 GMCA23 AP56 GMCA23 AP59

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			Modify Policy JP-G9, paragraph 2, criterion C, as follows: "c. Achieve a measurable net gain in biodiversity of no less than 10%;" Delete Policy JP-G9, paragraph 2, criterion e, as follows: "e~~. Provide robust evidence in accordance with relevant government guidance, including field surveys wherever development of 'best and most versatile' agricultural land is proposed or to establish the status of the land within the Agricultural Land Classification system~~." Modify Policy JP-G9 to delete paragraph 3 as follows (relevant text moved to criterion C as per above modification): "~~Whilst off-site habitat enhancement and creation required as part of the mitigation hierarchy (or to achieve a measurable net gain in biodiversity of no less than 10%) should be local to the site regard should be had to supporting strategic biodiversity priorities and initiatives~~." Modify paragraph 8.53 of Policy JP-G9 reasoned justification, as follows: "Agricultural land is also of significance in the safeguarding of soil resources, with 'best and most versatile' land safeguarded because of its long-term potential for delivering both food and non-food crops. Soils in Greater Manchester are, however, significant for more than their agricultural value with extensive uplands and lowland areas characterised by deep peaty soils, which have a high environmental value and are identified as a priority in the Government's 25-year environment plan. Over half of the UK's soil carbon store is contained in peat soils. Development will ordinarily be directed away from valuable soils,	To avoid confusion and ensure clarity of interpretation avoiding requirement for agricultural land consideration within a biodiversity net gain policy. Text in reasoned justification still provides adequate consideration.	GMCA23 AP58

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			unless robust evidence in accordance with relevant government and other guidance indicates otherwise, and the Plan's strong preference for brownfield development will assist in this. However, given the overall scale of development that needs to be accommodated, a limited amount of development on high grade agricultural land is necessary as it is critical to the delivery of wider development proposals."		
	JP-G9 (criterion 4)	164	Modify Policy JP-G9 criterion 4, as follows: Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations ~~in accordance with legislation and national policy~~;	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	~~JP-G9 (criterion 7e)~~	~~165~~	~~Modify Policy JP-G9 bullet point 7e), as follows:~~ ~~"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.~~"	~~To clarify that the reference is appropriately phrased~~	~~GMCA 5.1 PQ74~~ GMCA23 AP55 & AP58
	JP-G9 (new criterion 7f) and new para. after 8.53	164-165	Modify Policy JP-G9 criterion 7 adding a new criterion (f) adding a new paragraph to the reasoned justification after paragraph 8.53, as follows: New criterion 7f): "f. Where appropriate, development should: ~~will be expected to contribute towards~~ mitigate~~ing any identified~~ air pollution impacts on the 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	To clarify, ensuring the effectiveness of the Habitats Regulations Assessment (HRA) work, based on the HRA Addendum, to reduce the impact of the plan on European designated habitat sites	M9.1 Q9.10

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			spillage and shading impacts on the Rochdale Canal SAC. ~~European and international designated habitat sites.~~" New paragraph after 8.53: "In line with the outcomes of the HRA ~~in relation to the Manchester Mosses SAC, Rochdale Canal SAC and the South Pennine Moors SAC / Peak District Moors SPA / South Pennine Moors SPA,~~ where appropriate, new development should: ~~will be required to contribute towards the implementation of measures to~~ mitigate air pollution ~~the adverse~~ 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.~~these European designated sites, where appropriate.~~"	Further amended Policy JP-G9 and the reasoned justification after para 8.53 to clarify what is meant by "pollution impacts"	GMCA21 AP31
	JP-G10 (1st para.)	167	Modify the first paragraph of Policy JP-G10, as follows: "~~The Green Belt is as defined on the Policies Mapwill 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 serves the five purposes set out in national policy:…"~~ "The Green Belt is ~~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	To clarify that: the reference is appropriately phrased; and, the application of this policy in relation to NPPF 138 To ensure consistency and provide clear wording	~~GMCA 5.1 PQ74 GMCA 3.1 PQ38 (b~~) GMCA23 AP60

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			Green Belt ~~as shown in Figure 8.6 'The Green Belt 2021' will continue to be managed positively to~~ serves the five purposes set out in national policy:…"	that cannot be misinterpreted	
	JP-G10 (para. 2)	167	Modify the second paragraph of Policy JP-G10, as follows: "~~Positive and~~ The beneficial use of the Green Belt will be ~~supported~~ enhanced where this this can be achieved without harm to its openness, permanence or ability to serve its five purposes. In particular, the enhancement of its green infrastructure functions will be encouraged, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for our residents and providing the high quality green spaces that will support economic growth."	To clarify the application of this policy in relation to NPPF 145	GMCA 3.1 PQ38(c)
	JP-G10 (para.3)	167	Modify Policy JP-G10 by deleting paragraph 3, as follows: "~~Within the allocations identified on the Policies Map, Green Belt policies will be strictly applied to the development areas removed from the Green Belt by this plan except in the case of planning applications complying with the relevant allocations policies (see 11 'Allocations').~~"	To ensure consistency with national planning policy.	GMCA23 AP61
	JP-G11	169	Modify by deleting Policy JP-G11 in its entirety and associated reasoned justification text at paragraphs 8.63 – 8.67, as follows: "~~**Policy JP-G11: Safeguarded Land**~~ ~~The following area of open land, outside the urban area and not in the Green Belt, is identified on the Policies Map and protected from development:~~ • ~~Land adjacent to the proposed HS2 Manchester Airport Station (see JPA3.2)~~ ~~Development on this land will only be permitted where it would:~~	The policy relates to only one piece of safeguarded land which is also covered by allocation policy JPA3.2. Removing policy avoids confusion and ensures clarity of interpretation.	GMCA23 AP62

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			~~• Be acceptable were it in the Green Belt; and~~ ~~• Not prejudice the future use of the land.~~ ~~Safeguarded Land will only be released for development where the following apply:~~ ~~• There is evidence that the development is needed and that 'urban' brownfield and greenfield sites are not available to meet those needs;~~ ~~• The proposed development is sustainable and is in accordance with the overall Spatial Strategy;~~ • The proposed development is supported by a comprehensive scheme for its delivery, including the provision of necessary infrastructure and measures to positively mitigate environmental impacts; and • The proposed development is supported by an appraisal of the landscape and visual impacts and incorporates appropriate positive mitigation. ~~Where the release of safeguarded land can be justified, this will be done through a review of this Plan or through the preparation of a local planning authority's local plan~~." Paragraphs 8.63- 8.67: "~~Safeguard Land~~ ~~8.63 National policy states that Green Belt boundaries in development plans should be altered only exceptionally and should not normally be needed to be altered at the end of the plan period. National guidance details that safeguarded land can be identified in order to meet~~		

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			~~long term development needs stretching well beyond the plan period.~~ ~~8.64 Safeguarded Land helps to protect the Green Belt by providing a reserve of land to meet development needs in the longer term without having to encroach on Green Belt. It is land that sits between a settlement edge and the Green Belt that could be identified in a development plan to meet future development needs if required. Identifying land in this way means that Green Belt boundaries do not need to be altered every time a development plan is reviewed and therefore enables Green Belt boundaries to endure into the future.~~ ~~8.65 The Plan allocates a number of sites for development, both for new homes and employment. A number of these sites have capacity for development beyond the plan period, therefore helping to ensure that the Green Belt boundaries in this Plan endure into the future.~~ ~~8.66 To supplement the capacity in these sites, the plan also identifies a small number of~~ one site~~s as safeguarded land. This land will help to meet longer term development needs which~~ will arise out of the proposed HS2 Manchester Airport Station ~~and cannot be met within the urban areas or on previously developed land and will further safeguard the Green Belt boundaries identified in this plan~~ in that area~~.~~ ~~8.67 It is important that protected open land is not released for development unless the need to do so can be justified, that the site is in a sustainable location, taking account of the Spatial Strategy, for the intended use~~		

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			~~and that it does not harm important landscapes, green features or local residential amenity.~~"		
	~~JP-G11 (1st and 3rd paras.) and para. 8.66~~	~~169~~	~~Modify the first paragraph, bullet point 1 of Policy JP-G11, as follows:~~ ~~"• Land adjacent to the proposed HS2 Manchester Airport Station (see JPA3.2)"~~ ~~Modify the 3rd paragraph of Policy JP-G11, as follows:~~ ~~"Safeguarded Land will only be released for development where the following apply:~~ ~~• There is evidence that the development is needed and that 'urban' brownfield and greenfield sites are not available to meet those needs;~~ ~~• The proposed development is sustainable and is in accordance with the overall Spatial Strategy;~~ ~~• The proposed development is supported by a comprehensive scheme for its delivery, including the provision of necessary infrastructure and measures to positively mitigate environmental impacts; and~~ ~~• The proposed development is supported by an appraisal of the landscape and visual impacts and incorporates appropriate positive mitigation."~~ ~~Modify paragraph 8.66, as follows:~~ ~~"To supplement the capacity in these sites, the plan also identifies a small number of one sites as safeguarded land. This land will help to meet longer term development needs which will arise out of the proposed HS2 Manchester Airport Station and cannot be met within the urban areas or on~~	~~To clarify that Policy JP-G11 and paragraph 8.66 applies only to the one area of safeguarded land proposed in the Plan, (associated with JPA3.2)~~	~~GMCA 3.1 PQ39 and PQ40~~ GMCA23 AP62

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			~~previously developed land and will further safeguard the Green Belt boundaries identified in this plan in that area.~~"		
	Para. 9.9	175	Modify by inserting after paragraph 9.9 of the reasoned justification paragraphs 5.24 – 5.28, as follows: "9.9 …..Achieving all of this will help to ensure that all places are characterised by empowered and informed residents, workers and visitors, with a sense of ownership and high levels of societal participation and social interaction. (para 5.24) Greater Manchester aims to be one of the most resilient places in the world. (para 5.25) 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. (para 5.26) 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. (para 5.27) The need to plan to reduce chronic stresses as well as minimise the impact of acute shocks means that	To ensure that the broad ambition for Greater Manchester to be one of the most resilient cities in the world is captured, and that the links between resilience and delivering sustainable places are made	GMCA21 AP22 & GMCA23 AP65

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			planning for resilience has to be all-embracing, and so many elements of this plan have a role to play. (para 5.28) 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. Para 9.10 'High quality design will be fundamental to achieving all of this, helping to ensure that Greater Manchester can deliver the attractive places that will enable it to compete successfully with other major cities across the world…."		
	Policy JP-P1 (1st para, criterion 1A)	175	Modify criterion 1A of the first paragraph of Policy JP-P1, as follows: "~~Responds to~~ Conserves and enhances the natural environment, landscape features, historic environment and local history and culture."	To clarify by ensuring the policy more accurately aligns with the NPPF	M10.1 Q10.1
	Policy JP-P1 (criterion 4)	175	Modify criterion 4 of Policy JP-P1, as follows: "4. Resilient, capable of dealing with major environmental ~~and economic~~ events"	To clarify, ensuring that policies in the Plan are clearly written and unambiguous	GMCA23 AP65
	Policy JP-P1 (criterion 8)	175	Modify criterion 8 of Policy JP-P1, as follows: "8. Safe, including by designing out crime and terrorism, and reducing opportunities for anti-social behaviour' and by	To clarify, ensuring that policies in the Plan are clearly written and	GMCA21 AP22 &

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			ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster."	unambiguous and avoid unnecessary duplication	GMCA23 AP65
	Policy JP-P1 (criterion 11)	175	Modify criterion 11 of Policy JP-P1, as follows: "11. Incorporating ~~accessibility~~ inclusive design ~~standards~~ within all spaces with support for tackling inequality and poverty to form part of creating sustainable places"	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36
	Policy JP-P2 (1st para.)	178	Modify the first paragraph of Policy JP-P2, as follows: "~~Through this Plan w~~ We 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 character, identity and sense of place."	To clarify, ensuring consistency across the Plan To improve the clarity of the policy and improve the effectiveness of its application	GMCA23 AP67 M10.1 Q10.2
	Policy JP-P2 (2nd para.)	178	Modify the first and second sentences of the second paragraph of Policy JP-P2, as follows: First sentence "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~~ conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites,	To clarify by ensuring the policy more accurately aligns with the NPPF and improves the effectiveness of its application	M10.1 Q10.2

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			buildings or areas and their relationship with their surroundings." Second sentence "This knowledge should be used to inform the positive management and integration of our heritage by:"		
	Policy JP-P2 (criterion 2)	178	Modify criterion 2 of Policy JP-P2 as follows: "2. ~~Utilising~~ Ensuring that the heritage significance of a site or area is considered ~~effectively~~ in accordance with national planning policy in the planning and design process~~, providing~~ and opportunities for interpretation and local engagement are optimised;"	To improve the clarity of the policy and improve the effectiveness of its application To clarify, ensuring consistency with national planning policy	M10.1 Q10.2 GMCA23 AP68
	Policy JP-P2 (3rd para.)	178	Modify the second sentence of the third paragraph of Policy JP-P2, 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 / or historic value."	To improve the clarity of the policy and improve the effectiveness of its application	M10.1 Q10.2
	Policy JP-P2 (4th & 5th para.)	179	Modify the fourth and fifth paragraphs of Policy JP-P2, as follows: "……historic value. ~~Development proposals affecting a designated heritage asset (or an archaeological site of national importance), and a including conservation area(s) should conserve those elements~~	To clarify, ensuring consistency with national planning policy	GMCA23 AP69

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			~~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.~~ ~~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 un~~non-designated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets. ~~Development proposals will also be expected to avoid harm to other non-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. Where heritage assets have been identified as being….”		
	~~Policy JP-P2 (4th para.)~~	~~179~~	~~Modify the first sentence of the fourth paragraph of Policy JP-P2, as follows:~~ ~~“Development proposals affecting a designated heritage asset (or an archaeological site of national importance), and a including conservation area(s) should conserve those elements which contribute to its significance including those identified in~~	~~To improve the clarity of the policy and improve the effectiveness of its application~~	~~M10.1 Q10.2~~

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			~~any conservation area appraisal as making a positive contribution to the area….”~~		
	~~Policy JP-P2 (5th para.)~~	~~179~~	~~Modify the third sentence and add to the end of the fifth paragraph of Policy JP-P2, as follows:~~ ~~Third sentence~~ ~~”…The protection of unnon-designated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.”~~ ~~End of the fifth paragraph~~ ~~“….Development proposals will also be expected to avoid harm to other non-designated heritage assets.”~~	~~To clarify, ensuring that the policy more accurately aligns with NPPF 203 and increases its effectiveness in dealing with designated and non-designated heritage assets~~	~~M10.1 Q10.2~~
	Policy JP-P2 (6th para.)	179	Modify the end of the sixth paragraph of the Policy JP-P2, as follows: “…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.”	To improve the clarity of the policy and improve the effectiveness of its application	M10.1 Q10.2
	JP-P3 (1st para.)	180	Modify the opening sentence of Policy JP-P3, as follows: “~~Through this Plan w~~ We will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures, where appropriate, including:”	To clarify, ensuring consistency across the Plan	GMCA23 AP71 & AP72
	JP-P3 (criteria 7) and para 9.15	180	Modify Policy JP-P3 criteria 7 and paragraph 9.15, as follows: “7. Considering the ~~designation~~ identification of ‘Creative Improvement Districts’ where there is evidence that the ~~designation~~ identification will enhance the local economy and provide facilities and workspace for the creative industries;”	To clarify, allowing the Plan to provide a strategic framework for Creative Improvement Districts to be identified	M10.1 Q10.3

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			Paragraph 9.15 "The continued enhancement of cultural opportunities is central to place-making across Greater Manchester. The importance of culture and the night time economy will need to be reflected in the way in which our cities, towns and neighbourhoods develop, with individual developments contributing towards this. 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 ~~and be consistent with the appropriate local planning framework~~." Modify of Policy JP-P4, as follows: "The ~~existing~~ upper levels of the hierarchy 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)	proactively and flexibly to address local need To clarify the role and purpose of 'Creative Improvement Districts' which form part of Greater Manchester's cultural and economic response to the pandemic, and are intended to support the recovery of high streets across Greater Manchester's town centres To clarify, ensuring flexibility and responsive support measures can be readily identified to creative industries, as appropriate. To clarify, ensuring that policies in the Plan are clearly written and unambiguous, whilst reflecting the status of Salford Quays town centre	GMCA 5.1 PQ95 GMCA23 AP70 GMCA23 AP73 & AP74
	Policy JP-P4	181-182			

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			B. Main town centres: 1. Altrincham (Trafford) 2. Ashton-under-Lyne (Tameside) 3. Bolton (Bolton) 4. Bury (Bury) 5. Oldham (Oldham) 6. Rochdale (Rochdale) 7. Salford Quays (Salford) [8] ~~7~~8. Wigan (Wigan) " "~~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~~."		
	JP-P4 (new penultimate para.)	182	Modify by transferring paragraph 9.21 of the supporting text (in its entirety) into a new ~~penultimate~~ paragraph within Policy JP-P4.	To clarify Policy JP-P4 by correcting a drafting error and re-instating policy content that existed in an earlier version of the plan (GMSF 2019)	M10.1 Q10.5 GMCA23 AP73

[8] This is contingent on Salford Quays being identified as a main town centre in Salford's Local Plan once it is adopted (adoption anticipated in January 2023)

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	JP-P6 (criterion C) and para. 9.33	185-186	Modify criterion C of Policy JP-P6 and the reasoned justification at paragraph 9.33, as follows: "C. Be supported by a Health Impact Assessment for all developments which require <u>to be screened for</u> an Environmental Impact Assessment, and other proposals ~~where the local planning authority considers it appropriate~~ <u>which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing</u>." "Para. 9.33 The submission of Health Impact Assessments for development proposals will help ensure that the effects of development on both health and wellbeing are considered and responded to during the planning process. Health Impact Assessments should aim to enhance the potential positive aspects of a proposal while avoiding or minimising any negative impacts, with particular emphasis on disadvantaged sections of communities that may be affected. ~~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.~~"	To provide clarity on the threshold for the requirement for a Health Impact Assessment and by ensuring that policies in the Plan are clearly written and unambiguous,	GMCA23 AP75 & AP76

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	JP-P6 (criterion 1)	186	Modify criterion 1 of Policy JP-P6, as follows: "1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments ~~that would significantly increase demand~~ proportionate to the additional demand that they would generate;"	To clarify, ensuring that Policy JP-P6 effective and consistent with national policy.	GMCA23 AP77
	Para. 9.32	185	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 ~~accessibility standards~~ 'accessible and adaptable' 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 "	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36
	Para. 9.38	187	Modify the reasoned justification to JP-P7 at 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, where appropriate, 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, as appropriate. The provision of sports facilities will be determined by individual local authorities through an evidence based rather than standards based approach."	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility" To clarify that the reasoned justification aligns with the policy	GMCA24 AP36 GMCA 5.1 PQ96 M10.1

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				To clarify by ensuring that Policy JP-P7 more accurately aligns with NPPF 98 and advice from Sport England	Q10.8
	JP-P7 (criterion 2 & 3)	187-188	"~~2. Developing a common standard for the provision of designated play areas to meet the needs of the population~~ 3. Where appropriate setting out more comprehensive and detailed recreational standards and standards for provision for designated play areas in district local plans, having regard to existing and future needs"	To clarify, ensuring that Policy JP-P7 provides an effective strategic framework to inform the preparation of local plans.	GMCA23 AP78
	JP-P7 (criterion 3, 4 & 7)	188	Modify criteria ~~3~~, 4 and 7 of Policy JP-P7, as follows: "~~3. Where appropriate setting out more comprehensive and detailed recreation standards in district local plans, having regard to existing and future needs. The provision of sports facilities will be determined by individual local authorities through an evidence based approach.~~" "4. Requiring new development to ~~support the achievement of strategic and local plan standards by~~ provide~~ing~~ new and/or improved~~ing~~ existing facilities commensurate with the demand they would generate~~,~~ ~~ensuring that they meet accessibility standards~~. The provision of sports facilities will be determined by individual local authorities through an evidence based approach."	To clarify by ensuring that Policy JP-P7 more accurately aligns with NPPF 98 and advice from Sport England	M10.1 Q10.8 GMCA23 AP78

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			"7. Encouraging the incorporation of a sports facilities mix in all education settings, 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~~, ensuring they meet accessibility standards~~."		
	Para. 10.14	194	Modify the reasoned justification text at paragraph 10.14, 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.~~"	To clarify the position of the Clean Air Plan across the 10 GM authorities and ensure consistency within the Plan	GMCA 5.1 PQ79
	Picture 10.4	198	Modify Picture 10.4 with a revised title and including a key, as follows:	To clarify, providing alignment with the Transport Strategy 2040 for monitoring purposes and ensuring a consistent baseline between the two strategies	GMCA23 AP79

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			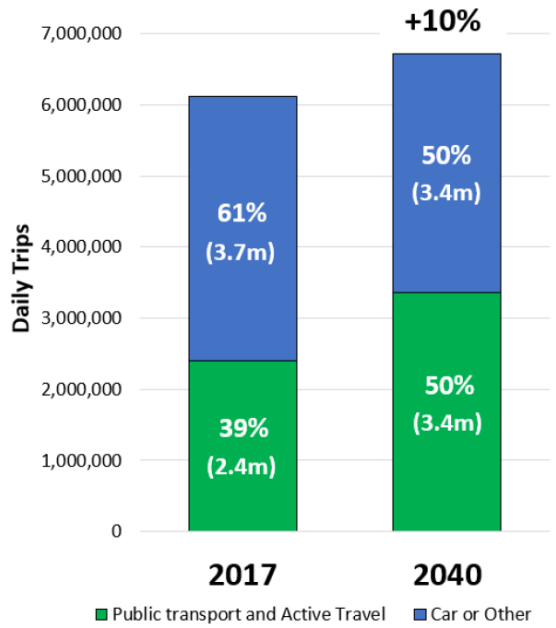 Picture 10.4 "Change in daily trips~~,~~ (~~now~~ 2017 to 2040)"		
	Para. 10.27	199	Modify the reasoned justification at paragraph 10.27 to include an additional bullet point, as follows: • "Enabling the prioritisation of ~~Prioritising~~ more sustainable modes of transport to encourage use and put more vulnerable transport users first - ~~as per~~ informed by the hierarchy contained in the 2016 NACTO Global Street Design Guide adopted by GMCA in 2017."	To clarify that the source of the hierarchy set out within paragraph 10.27 To clarify further, prioritising more vulnerable transport users	GMCA 5.1 PQ74 GMCA23 AP80

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	JP-C1 (criterion 5)	200	Modify Policy JP-C1, 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 set out below (highest priority first):"	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	JP-C2 (1st para. and criterion 2)	201	Modify the first paragraph of Policy JP-C2, 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~~ be operational and ~~immediately accessible to~~ network providers ~~when residents~~occupiers ~~move into new properties~~" "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"	To provide further clarity in respect of the expectations for developers including in relation to issues of costs and viability. ~~To clarify, contributing to the effectiveness of the policy~~	GMCA23 AP81 ~~M11.1~~ ~~Q11.4~~
	JP-C3 (1st para.)	205	Modify Policy JP-C3, 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 Year Transport Delivery Plan~~. In order to help deliver major improvements to public transport, we will support a range of measures, including:"	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74

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	~~JP-C4 (new last para.) and~~ para. 10.54	~~209~~ 206	Modify ~~Policy JP-C4 by adding a new final paragraph to the policy and~~ the start of paragraph 10.54, as follows: **“~~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 DfT, National Highways, and other UK Government policy and guidance as applicable.”~~ Paragraph 10.54 (start of): “10.54 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…”	[See row below] To clarify, ensuring that ~~Policy JP-C4 includes~~ there is a coordinated approach to the planning and delivery of interventions on the SRN	GMCA23 AP82 M11.1 Q11.1
	New Policy (after para. 10.55)	206	Modify by inserting a new policy after paragraph 10.55, as follows: “New Policy - 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	To clarify, following agreement with National Highways, by including an additional policy relating to the Strategic Road Network	GMCA23 AP82

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			Transport, National Highways, and other UK Government policy and guidance as applicable."		
	JP-C4 (2nd para.)	208	Modify first sentence of the second paragraph of Policy JP-C4, as follows: "We will ~~work with Department for of Transport, National Highways England, Transport for the North and TfGM~~ seek to ensure:"	To clarify removing any ambiguity about what is sought and by whom from the Policy	GMCA23 AP83
	JP-C4 (criterion 1c)	208	Modify Policy JP-C4, criterion 1c, as follows: "c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of the ~~"Bee Network"~~ an integrated sustainable transport network;"	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	JP-C5 (criterion 1)	210	Modify Policy JP-C5, criterion 1, as follows: "1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to ~~using~~ national and locally adopted design guidance;"	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	JP-C5 (criterion 4)	210	Modify Policy JP-C5 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~~;"	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	Para. 10.71	211	Modify by inserting a new paragraph after 10.71 in the reasoned justification, as follows: "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	To clarify, resulting in a consequential change to the Plan by including reference to the provision of overnight parking facilities for heavy goods vehicles on employment	GMCA23 AP84

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			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."	sites in defined circumstances	
	JP-C6 (criterion 4)	211	Modify by inserting a new criterion after criterion 4 in Policy JP-C6, as follows: "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."	To clarify, resulting in a consequential change to the Plan by including reference to the provision of overnight parking facilities for heavy goods vehicles on employment sites in defined circumstances	GMCA23 AP84 supersedes GMCA21 AP29
	~~JP-C6 (criterion 6)~~	~~211~~	~~Modify by adding criterion 6 to Policy JP-C6, as follows:~~ ~~"6. Providing for overnight parking, with appropriate facilities, for heavy goods vehicles, where there is likely to be demand, and it is appropriate to the location."~~	~~To clarify by rationalising the Policy, avoiding repetition and potential ambiguity in the Plan and ensuring the policy is justified~~	~~GMCA21 AP29~~
	Para. 10.76 (see also Appendix D below)	212	Modify by inserting after paragraph 10.76, as follows: "Policies within JPA-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. In the first instance, new development should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where	To clarify, providing the appropriate context for Policy JP-C7 and the new Appendix D	GMCA23 AP85

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			possible. Appendix D[9] 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. 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. 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. 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		

[9] Labelling of the appendices may change. A copy of the appendix is included at the end of this document.

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			interventions through the Transport Assessment scenario testing. 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. Developers will be expected to contribute to the funding and delivery of required new infrastructure or services."		
	JP-C7 (1st para.)	212	Modify the first paragraph of Policy JP-C7, 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."	To clarify, by moving this part of the policy to ensure it is effective	GMCA23 AP85

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	JP-C7 (criterion 1)	213	Modify by replacing bullet 2 of criterion 1 in Policy JP-C7, as follows: • "~~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~~" • "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"	To improve the clarity of the policy	GMCA23 AP85
	JP-C7 (criterion 7)	213	Modify criterion 7 of Policy JP-C7, as follows: "~~Complying with any parking standards set out in local plans including m~~Making adequate car parking provision, including for disabled car drivers and passengers."	To improve the clarity of the policy	GMCA23 AP85
	JP-C7 (criterion 11)	213	Modify by inserting a new criterion after criterion 11 in Policy JP-C7, as follows: "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."	To clarify, resulting in a consequential change to the Plan by including reference to the provision of overnight parking facilities for heavy goods vehicles on employment sites in defined circumstances	GMCA23 AP84
	JP-C7 (criterion 14) (see also Appendix D below)	213	Modify by inserting a new paragraph after criterion14 in Policy JP-C7, as follows: "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.	To clarify, ensuring that the policy is effective. It is considered necessary to replace the final sentence with reference to a new appendix which lists the	GMCA23 AP85

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			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." And further modify by following with: "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."	potential interventions that should be considered during the TA process To clarify what is meant by "Holcroft Moss the Manchester Mosses SAC"	
	JPC7 (last para.)	214	Modify by deleting the final paragraph of Policy JP-C7, 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~~	To clarify, avoiding duplication with other policy in the Plan	GMCA23 AP85

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			~~accordance with relevant national policy, guidance and regulations~~"		
	Chapter 11	218	Modify the policy text and reasoned justification for all the allocations which include a Mineral Safeguarding Area (MSA), as identified in the Greater Manchester Joint Minerals Plan. These modifications relate to all allocations with the exception of the following, which do not contain a MSA: • JPA 3.1 Medipark • JPA 3.2 Timperley Wedge • JPA 10 Global Logistics • JPA 15 Chew Brook Vale (Robert Fletchers) • JPA 16 Cowlishaw • JPA 28 North of Irlam Station • JPA 36 Pocket Nook The following new policy requirement is proposed to be added to the relevant allocations: "<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>"	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	Para.11.2	218	Modify paragraph 11.2 by inserting additional text, deletion of the original modification and by inserting a new paragraph after 11.2, as follows: "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' shows the existing land	To clarify, ensuring that there is no ambiguity in the role of the Plan in relation to local plans and neighbourhood plans.	M1.1 Q1.9 and GMCA8 SQ1.9

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			identified for office, industrial and housing development through our land availability assessments. This land supply is updated annually and 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~~. ~~to ensure that objectively assessed needs for housing and other uses can be met.~~" New paragraph: As appropriate, district Local Plans will allocate sites from this supply reflecting ~~the spatial strategy and~~ the distribution set out in tables 6.1, 6.2 and 7.2, to ensure that ~~objectively assessed needs for housing and other uses~~ 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.	To clarify and to avoid repetition To clarify that local plans will allocate land reflecting the distribution set out in tables 6.1, 6.2 and 7.2 in order to ensure that the spatial strategy set out in the Plan can be met	GMCA1.1 AP3 GMCA1.1 AP3
	Figure 11.1	218	Existing 2022 Land Supply: Offices, Industry and Warehousing and Housing	To reflect update to 2022 land supply	GMCA11.1 AP5

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			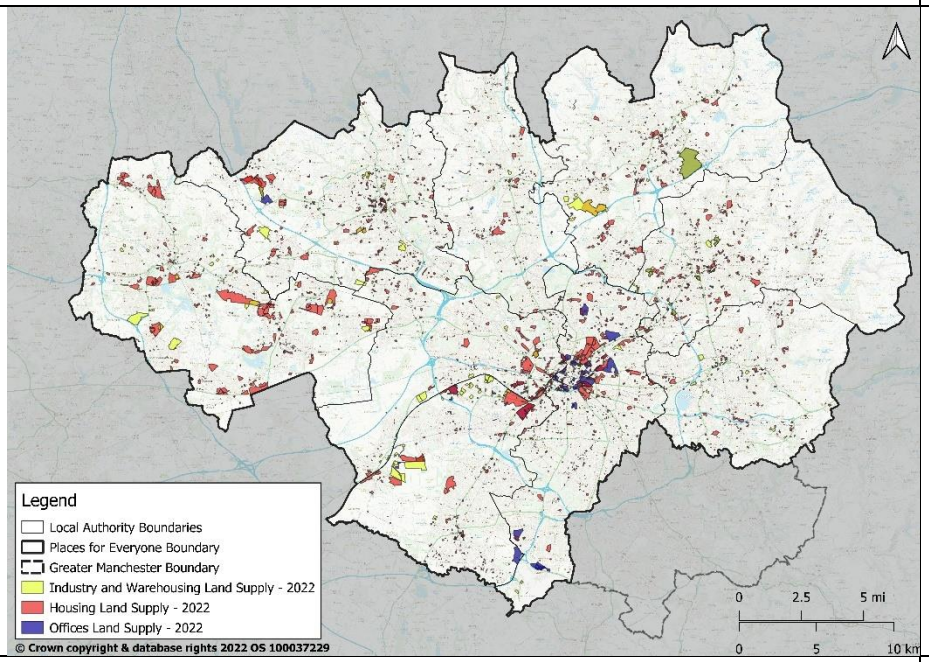		
	Picture 11.2	220	Modify Picture 11.2 to reflect the consequential changes that are required resulting from proposed changes to Site Allocation boundaries, as follows: JPA1.2 Northern Gateway Simister and Bowlee – amend site boundary JPA7 Elton Reservoir – modification to boundary of retained Green Belt within the site JPA 26 Land at Hazelhurst Farm – amend site boundary	To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Site Allocation boundaries	-
	JPA1.1	225	Modify bullet point 1i as follows: “Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around ~~700,000~~ 935,000 sqm being delivered within the plan period). This should comprise a mix of	To reflect update to 2022 land supply and the change to the plan period	GMCA11.1 AP5

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			high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors including the development of an Advanced Manufacturing Park;"		
	JPA 1.1	227-230	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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"	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA1.1 (criterion 15) and para. 11.33	227 230	Modify by deleting criterion 15 of Policy JPA1.1 and paragraph 11.33, as follows: ~~"15. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;~~" and, "~~11.33 Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, 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 clarify that as part of the updated HRA, it is considered that this requirement and associated justification is no longer necessary in JPA 1.1 as the matter is appropriately addressed through modifications to JP-G9 (see PfE response to IN9, Q9.10)	M14.1 Q14.5
	Para. 11.21	228	Modify para. 11.21 as follows: "Although the allocation has the capacity to deliver a total of around 1,200,000 sqm of new employment floorspace, it is	To reflect update to 2022 land supply and the change to the plan period	GMCA11.1 AP5

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			anticipated that around ~~700,000~~ 935,000 sqm of this will be delivered within the plan period (~~in addition to~~ including the 135,000 sqm that has an extant planning permission at South Heywood).		
	JPA1.2	233-234	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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"	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA1.2 (criterion 16) and para. 11.41	233 234	Modify by deleting criterion 16 of Policy JPA1.2 and paragraph 11.41, as follows: "~~16. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;~~" and, "~~11.41 Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, 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 clarify that as part of the updated HRA, it is considered that this requirement and associated justification is no longer necessary in JPA 1.2 as the matter is appropriately addressed through modifications to JP-G9 (see PfE response to IN9, Q9.10)	M14.1 Q14.11
	Para. 11.52	238	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~~	To clarify that as part of the updated HRA and the proposed modifications to JP-G9, (see PfE	M14.1 Q14.20

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			~~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."	response to IN9, Q9.10), the reference to air pollution impacts on designated European sites is no longer considered necessary in the justification to JPA 2	
	JPA2 l	238-239	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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 minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA3.1 (criterion 1)	242	Modify criterion1 of Policy JPA3.1, as follows: "1. Deliver about 86,000 sqm ~~B1~~- Class E (g) focused floorspace;"	To clarify, reflecting changes to the Use Class Order	M15.1 Q15.5
	JPA3.2 (criterion 2)	246	Modify criteria 2 of Policy JPA3.2 as follows: "Deliver around 2,500 homes of which ~~1,700~~ 1,786 will be in the plan period as set out in the Allocation Policy Plan;	To reflect update to 2022 land supply	GMCA11.1 AP5
	JPA3.2 (criteria 47-50)	249	Modify criteria 47-50 under the section named 'Safeguarded Land – HS2 Growth Area' in Policy JP Allocation 3.2, as follows:	To clarify, ensuring consistency with other policies in the Plan	GMCA23 AP63

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			"47. The land identified to the south and west of the proposed HS2 Airport station as shown on the Allocation Policy Plan, although removed from the Green Belt, it is safeguarded and ~~is~~ not allocated for development at this present time; - Development on this land will only be permitted where it would: • Be acceptable were it in the Green Belt; and • Not prejudice the future use of the land. ~~48 The land is safeguarded in accordance with Policy JP-G11 'Safeguarded Land'~~; 49. Any future allocation is subject to an assessment that the land directly contributes to the Greater Manchester HS2 / NPR Growth Strategy (as maybe updated or superseded) and it should only be developed after completion of the development set out in the Timperley Wedge ~~m~~Masterplan/SPD and following the delivery of the proposed HS2 Airport station; and 50. Should ~~a~~ the proposed HS2 Airport station not be developed, the land will return to Green Belt subject to an exceptional circumstances' case review ~~following a future Plan review~~."		
	JPA4 (criterion 3)	256	Modify criterion 3 of Policy JPA4, as follows: 3. "~~Contribute to the existing Logistics North local link demand responsive transport service~~ Provide necessary financial contributions to the enhancement of the highway network, public transport, walking and cycling or other improvements	To clarify, reflecting changed local circumstances (the local link demand responsive transport service no	M16.1 Q16.5

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			identified through a transport assessment, which is to be completed at the planning application stage;"	longer operates) and ensuring good access to the site by sustainable modes of transport	
	JPA4	256	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA5 (criterion 4)	257	Modify criterion 4 of Policy JPA5, as follows: 4. "Provide financial contribution to mitigate impacts on the ~~Local Road Network~~ Highway Network including improvements to Chequerbent roundabout or other improvements identified through a transport assessment; "	To clarify, some mitigation may also be required on the SRN, in line with national policy	M16.1 Q16.12
	JPA5 (new criteria 6 & 7) and new para. after 11.099	257	Modify by adding new criteria 6 and 7 to Policy JPA5 and new paragraph after 11.099, as follows: 6. "Prior to development a detailed Heritage Impact Statement of Chequerbent Embankment Ancient Monument, and its setting, will be carried out to establish specific requirements for its protection and enhancement;" 7. "Ensure that development does not have an adverse impact on, and where practicable, enhances Chequerbent Embankment Ancient Monument and its setting." After paragraph 11.099:	To clarify, reflecting the post submission designation of Chequerbent Embankment Scheduled Ancient Monument	M16.1 Q16.11

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		258	"Chequerbent Embankment, which runs along the eastern boundary of the allocation, was designated as a Scheduled Ancient Monument in February 2022. Any development would need to consider the impact on Chequerbent Embankment, and its setting, including through a Heritage Impact Statement."		
	JPA5	258	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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 that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA6 (criteria 3 & 4) and para. 11.103	259	Modify Policy JPA6 by deleting criteria 3 & 4 and amending part of paragraph 11.103, as follows: "~~3. Ensure that good quality road access is provided, allowing a link from the A6 to Westhoughton;~~ ~~4. Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads;~~ " "11.103 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 sustainable transport corridor should be focused on sustainable and active transport including the option of autonomous vehicles. ~~Development~~	To clarify, reflecting specific requirements to be addressed through Policy JPA6 and avoiding duplication, rather than setting long term aspiration which is addressed in the reasoned justification	M16.1 Q16.18

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			~~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.~~ 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."		
	JPA6	259	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	Picture 11.15	260	Modify Picture11.15 Bury District Overview to reflect consequential changes to Site Allocations within Bury, as follows: JPA7 Elton Reservoir – modification to boundary of retained Green Belt within the site	To clarify, reflecting changes to Site Allocations within Bury	-
	JPA7	261	Modify Picture 11.16 to reflect proposed change to the boundary of the retained Green Belt within the Elton Reservoir site.	To clarify, ensuring that the whole of Elton Goyt SBI is within the Green Belt.	M17.1 Q17.2

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	JPA7	262	Modify bullet point 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 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~~ 2,100 of these homes will be delivered during the plan period;	Consequential modification as a result of the change to the plan period.	GMCA11.1 AP5
	JPA7	263	Modify by including a new criterion after criterion 12, as follows: "Provide a permanent boundary between areas of development and the Green Belt. This should take the form of a robust landscaped boundary or, in appropriate locations, physical features such as roads or built infrastructure;"	To clarify, ensuring that boundaries to the retained Green Belt are readily recognisable and likely to be permanent (as required by para.143(f) of the NPPF)	M17.1 Q17.2
	JPA7	264 - 265	Modify by including a new paragraph in justification to Policy JPA7 to supplement new criterion (above), as follows: "The NPPF specifies that when defining Green Belt boundaries, plans should define boundaries clearly, using physical features that are readily recognisable and likely to be permanent. In some cases, the boundary of the retained Green Belt within the site has been determined by anticipated development parcels and infrastructure but the requirement for any development to provide a permanent boundary between areas of development and the Green Belt will ensure that the boundary is reinforced."	To clarify, setting out the justification for the new criterion relating to Green Belt boundaries (above).	M17.1 Q17.2

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	JPA7	263-265	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA8	267-268	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA9	271-272	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

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			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."		
	JPA10 (criterion 1)	274	Modify criterion 1 of Policy JPA10, as follows: 1. "Support growth of the airport ~~to 2030~~ and compliment the development of the wider Global Logistics;"	To clarify, ensuring the criterion is clear and unambiguous when read together with Policy JP Strat10	M18.1 Q18.5
	JPA10 (criterion 2)	274	Modify criterion 2 of Policy JPA10, as follows: 2. "Deliver ~~around~~ a minimum of 25,000 sqm B2/B8 employment. Suitable uses for the site will be cargo facilities but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities;"	To clarify, responding to representations from The Hut Group and Manchester Airport Group, the modification provides sufficient flexibility with respect to the delivery of the policy	M18.1 Q18.4
	JPA12 (criterion 5)	277	Modify criterion 5 of Policy JPA12, as follows: 5. "Safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond, unless Oldham Council Local Planning Authority consider that following further technical assessment work, the route is either unnecessary or undeliverable;"	To clarify, ensuring that the opportunity for the spine road is maintained enabling it to come forward in the future when appropriate	M19.1 Q19.6
	JPA12 (criterion 7)	278	Modify criterion 7 of Policy JPA12, as follows: 7. "~~Contribute~~ Provide a proportionate and evidence-based contribution to the delivery of the new Metrolink stop and…"	To clarify, improving the effectiveness of the Policy JPA12	M19.1 Q19.6

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	JPA12 (criterion 11)	278	Modify criterion 11 of Policy JPA12, as follows: 11. "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~~;"	To clarify, ensuring consistency across the Plan and reflecting a proposed modification to Policy JP-G2 with regards to compensatory improvements in the Green Belt (see IN9 Q9.4)	M19.1 Q19.3
	JPA12	279-281	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA13 (criterion 10)	283	Modify criterion 10 of Policy JPA13, as follows: 10. "Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt, and create a new defensible Green Belt boundary using physical features that are readily recognisable and likely to be permanent;"	To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary	M19.1 Q19.38
	JPA13 (criterion 11)	283	Modify by deleting criterion 11 of Policy JPA13, as follows: "~~11. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the~~	To clarify, ensuring consistency across the Plan and reflecting a	M19.1 Q19.39

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			~~Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;~~"	proposed modification to Policy JP-G2 with regards to compensatory improvements in the Green Belt (see IN9 Q9.4)	
	JPA13	284	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (92.5% of the site); and surface coal (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 that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA14	285	Modify bullet point 2 of 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. It is estimated that around ~~500~~ 376 of these homes will be delivered post ~~2037~~2039;	Consequential modification as a result of the change to the plan period.	GMCA11.1 AP5
	JPA14 (criterion 7)	286	Modify criterion 7 of Policy JPA14, as follows: 7. "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;"	To clarify, improving the effectiveness of the Policy JPA14	M19.1 Q19.14

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	JPA14 (criterion 8)	286	Modify criterion 8 of Policy JPA14, as follows: 8. "Make provision for a local centre 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, incorporating higher density apartments;"	To clarify, improving the effectiveness of the Policy JPA14	M19.1 Q19.14
	JPA14 (criterion 12)	286	Modify by deleting criterion 12 of Policy JPA14, as follows: "~~12. 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;~~"	To clarify, ensuring consistency across the Plan and reflecting a proposed modification to Policy JP-G2 with regards to compensatory improvements in the Green Belt (see IN9 Q9.4)	M19.1 Q19.11
	JPA14	287-290	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA15 (criterion 14)	291	Modify criterion 14 of Policy JPA15, as follows: 14. "Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt, and create a new defensible	To clarify that as part of any development there will be the need to create	M19.1 Q19.32

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			Green Belt boundary using physical features that are readily recognisable and likely to be permanent;"	a new defensible Green Belt boundary	
	JPA15 (criterion 15)	292	Modify by deleting criterion 15 of Policy JPA15, as follows: "~~15. 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;~~"	To clarify, ensuring consistency across the Plan and reflecting a proposed modification to Policy JP-G2 with regards to compensatory improvements in the Green Belt (see IN9 Q9.4)	M19.1 Q19.33
	JPA17 (criterion 11)	299	Modify criterion 11 of Policy JPA17, as follows: 11. "Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt, and create a new defensible Green Belt boundary using physical features that are readily recognisable and likely to be permanent;"	To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary	M19.1 Q19.20
	JPA17 (criterion 12)	299	Modify by deleting criterion 12 of Policy JPA17, as follows: "~~12. 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;~~"	To clarify, ensuring consistency across the Plan and reflecting a proposed modification to Policy JP-G2 with regards to compensatory improvements in the Green Belt (see IN9 Q9.4)	M19.1 Q19.21
	JPA17	300-301	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows:	To clarify, setting out an unambiguous policy	GMCA21 AP9

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			"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."	framework for these allocations	
	JPA18 (criterion 2)	302	Modify criterion 2 of Policy JPA18, as follows: 2. "Provide for appropriate access points to and from the site in liaison with the local highway authority. 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~~;"	To clarify, reflecting recommendations of the Oldham Locality Assessment [09.01.11] and Addendum [09.01.23]	M19.1 Q19.29
	JPA18 (criterion 8)	303	Modify criterion 8 of Policy JPA18, as follows: 8. "Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt, and create a new defensible Green Belt boundary using physical features that are readily recognisable and likely to be permanent;"	To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary	M19.1 Q19.26
	JPA18 (criterion 9)	303	Modify by deleting criterion 9 of Policy JPA18, as follows: ~~9 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;~~	To clarify, ensuring consistency across the Plan and reflecting a proposed modification to Policy JP-G2 with regards to compensatory improvements in the	M19.1 Q19.27

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				Green Belt (see IN9 Q9.4)	
	JPA18	304-305	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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 that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA19	308-309	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA20	311-312	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), 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	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

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			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."		
	Para. 11.223	312	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."	To clarify, ensuring that at the detailed planning stage a proper assessment can be made in relation to the lighting, shading, leaf fall and the resultant water quality impact on the Rochdale Canal SAC. Also, as part of the updated HRA and the proposed modifications to JP-G9, see PfE response to IN9, Q9.10, the reference to traffic generated impacts on designated European sites is no longer considered necessary in the RJ to Policy JPA 20	M20.1 Q20.12
	JPA21	313-314	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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 clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

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			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."		
	JPA22	316-317	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	Para. 11.232	316	Modify paragraph 11.232, as follows: 11.232 "~~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.~~ 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."	To clarify, ensuring that at the detailed planning stage a proper assessment can be made in relation to the lighting, shading, leaf fall and the resultant water quality impact on the Rochdale Canal SAC. Also, as part of the updated HRA and the proposed modifications to JP-G9, see PfE response to IN9, Q9.10, the reference to traffic generated impacts	M20.1 Q20.24

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				on designated European sites is no longer considered necessary in the RJ to Policy JPA 22	
	JPA23	318-319	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA24	320-321	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA25 (criterion 7) and para. 11.249	323	Modify by deleting criterion 7 of Policy JPA25 and paragraph 11.249, as follows: "~~7. Carry out a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more;~~"	To clarify that as part of the updated HRA, the policy requirement and associated reasoned	M20.1 Q20.37

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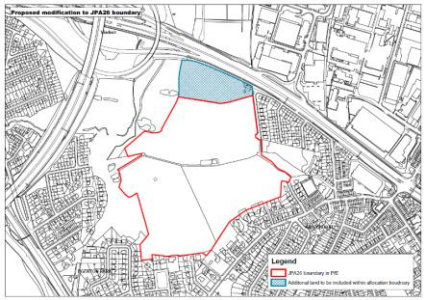
			"~~11.249 It is considered that by 2040 this development may lead to traffic increases on the M62 motorway because of its size and relative proximity to the motorway. The M62 passes close to designated National and European sites known to be susceptible to traffic pollution, particularly nitrate deposition. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.~~"	justification at paragraph 11.249 is no longer necessary in JPA25 as the matter is appropriately addressed through modifications to JP-G9 (See PfE response to IN9, Q9.10)	
	JPA25	323-324	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	Picture 11.37 and Picture 11.38	325 & 326	Modify Picture 11.37 and Picture 11.38 for JPA26 Land at Hazelhurst Farm by amending the site boundary, as follows: 	To clarify, that the site allocation be extended northwards to the A580 following a review which included: surveys concluded that the land is not a priority habitat and Natural England, GMEU, and the city council accepts these findings; and, in liaison with	M21.1 Q21.2

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				National Highways in respect of the NWQS there is currently not a strong case for excluding the land from the location boundary on transport grounds. This modification would provide a boundary consistent with NPPF paragraph 143.	
	JPA26 (criterion 13)	327	Modify criterion 13 of Policy JPA26, as follows: 13. "Provide mitigation to address noise <u>and air</u> pollution from nearby roads;"	To clarify, making the policy justified and consistent with paragraph 174e of the NPPF, and given that the proposed amended boundary to site allocation JPA26 would bring part of the site within the air quality management area	M21.1 Q21.6
	JPA26 (new criterion 16) and para. 11.251	327	Modify by adding a new criterion 16 to Policy JPA26 and deleting the last sentence of paragraph 11.251, as follows: "<u>16. Be supported by a desk-based assessment of the site's archaeological interest.</u>" 11.251 "…..The woods to the west of the site are already designated for their nature conservation importance, and the development should secure further improvements. ~~A desk-~~	To clarify, reflecting an of the archaeological value assessment of the site [10.07.01], the requirement for an archaeological assessment in the supporting text is	M21.1 Q21.6

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			~~based assessment of the site's archaeological interest will be required.~~"	considered to be justified and consistent with NPPF 194 however to ensure that this requirement is effective, a main modification is proposed to delete the last sentence of paragraph 11.251 and add a new criterion to the end of Policy JPA26	
	JPA26	327	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA27	329-330	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

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	JPA28 (criterion 13) and para. 11.260	332 - 333	Modify by deleting criterion 13 of Policy JPA28 and paragraph 11.260, as follows: "~~13. Be supported by a project specific Habitats Regulations Assessment for any planning applications involving 50 or more dwellings;~~ " "~~11.260 For any planning applications within the boundary of the allocation involving 50 or more dwellings, 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.~~ "	To clarify that as part of the updated HRA, the policy requirement at criterion 13 and associated reasoned justification at paragraph 11.260 are no longer necessary in JPA28 as the matter is appropriately addressed through modifications to JP-G9 (See PfE response to IN9, Q9.10)	M21.1 Q21.21
	JPA29 (criterion 11)	336	Modify criterion 11 of Policy JPA29, as follows: 11. "Justify and provide full compensation for the loss of the golf course in accordance with paragraph 9<u>9</u>~~7~~ of the NPPF (~~February 2019~~<u>July 2021</u>) or any subsequent revision of national planning policy; "	To clarify, making the criterion effective and consistent with current national policy.	M21.1 Q21.29
	JPA29 (criterion 16) and para. 11.266	336-337	Modify by deleting criterion 16 of Policy JPA29 and the last two sentences of paragraph 11.266, as follows: ~~16. Be supported by a project specific Habitats Regulation Assessment for any planning applications involving a floorspace of 1,000 sqm and above;~~ 11.266 "…..Wider ecological surveys, including water vole, brown hare, great crested newts and birds, will be required prior to any development. ~~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~~	To clarify that as part of the updated HRA, the policy requirement at criterion 16 and last two sentences of paragraph 11.266 are no longer necessary in JPA29 as the matter is appropriately addressed through modifications to	M21.1 Q21.29

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			~~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.~~"	JP-G9 (See PfE response to IN9, Q9.10)	
	JPA29	337-338	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA30 (criterion 14)	341	Modify criterion 14 of Policy JPA30, as follows: 14. "Protect and enhance key landscape and ecological features, including priority species, trees, watercourses and ponds;"	To clarify, recognising the potential presence of priority species within the allocation and to ensure Policy JPA30 is effective and consistent with the NPPF, including paragraph 179(b)	M22.1 Q22.5
	JPA30	341-344	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."		
	JPA31 (criterion 2) and paras. 11.286 & 11.287	345 347	Modify criterion 2 of Policy JPA31 and paragraphs 11.286 and 11.287, as follows: 2. "Deliver homes across a range of types and tenures in accordance with the Council's affordable housing requirement (currently 15% and split between 60% affordable rented and 40% affordable home ownership) and the Council's most up to date Housing Needs Assessment, which details the housing need of different groups of people;" 11.286 "The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities, including through 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).~~" 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)."	To clarify, ensuring the policy is effective and provides clear and unambiguous guidance with regard to the number of new homes that should be provided for various groups	M22.1 Q22.11 GMCA21 AP33

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	JPA31 (criterion 22)	346	Modify criterion 22 of Policy JPA31, as follows: 22. "Protect and enhance key landscape and ecological features, including priority species, protected trees and woodlands, areas of Ancient Woodland, other mature trees, hedgerows, cloughs, watercourses and ponds;"	To clarify, recognising the potential presence of priority species within the allocation and to ensure Policy JPA31 is effective and consistent with the NPPF, including paragraph 179(b)	M22.1 Q22.12
	JPA31 (new criterion 25)	346	Modify by adding a new criterion 25 to Policy JPA31, as follows: "25. Strengthen the definition along the A560 of the Green Belt boundary through appropriate boundary treatments, including tree planting."	To clarify, enhancing the effectiveness of Policy JPA31 in ensuring the Green Belt boundaries around the allocation are clearly defined, recognisable and likely to be permanent	M22.1 Q22.8
	JPA31	346-349	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA32 (criterion 2)		Modify criterion 2 of Policy JPA32 and paragraphs 11.305 and 11.306, as follows:	To clarify, ensuring that the policy is effective and	M22.1 Q22.18

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	and paras. 11.305 & 11.306	349 352	2. "Deliver homes across a range of types and tenures in accordance with the Council's affordable housing requirement (currently 15% and split between 60% affordable rented and 40% affordable home ownership) and the Council's most up to date Housing Needs Assessment, which details the housing need of different groups of people;" 11.305 "The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities, including 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).~~" 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 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)."	provides clear and unambiguous guidance with regard to the number of new homes that should be provided for various groups	GMCA21 AP34
	JPA32 (criterion 21)	351	Modify criterion 21 of Policy JPA32, as follows: 21. "Protect and enhance key landscape and ecological features including priority species, protected trees and woodlands, areas of Ancient Woodland, other mature trees, hedgerows, cloughs, watercourses and ponds; "	To clarify, recognising the potential presence of priority species within the allocation and to ensure Policy JPA32 is effective and consistent with the NPPF, including paragraph 179(b)	M22.1 Q22.19

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	JPA32 (new criterion 24)	351	Modify by adding a new criterion 24 to Policy JPA32, as follows: 24. "Clearly define the boundary between the eastern development parcel and Green Belt to the south through appropriate boundary treatments, including tree planting."	To clarify, enhancing the effectiveness of Policy JPA32 in ensuring the Green Belt boundaries around the allocation are clearly defined, recognisable and likely to be permanent	M22.1 Q22.15
	JPA32	351-354	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA33	357	Modify JPA33 bullet point 2 as follows: "Deliver around 5,000 units, of which ~~4,300~~ 4,250 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:	To reflect update to 2022 land supply	GMCA11.1 AP5
	JPA33 (criterion 36) and para. 11.342	361 & 367	Modify JPA33 by deleting criterion 36 and paragraph 11.342, as follows: "36. ~~Provide a project specific Habitats Regulation Assessment for planning applications of over 50 residential units or 1,000 sqm employment floorspace;"~~	To clarify as part of the updated HRA, it is considered that this policy requirement and associated RJ text is no	M23.9 Q23.9

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			and "11.342 ~~A project specific Habitats Regulation Assessment will be required for all development proposals of over 50 units / 1,000 sqm floorspace, as the site has the potential to result in increased traffic on the M62 motorway by 2040. Whilst it is recognised that New Carrington does not have direct connectivity to the M62 a precautionary approach has been taken considering the scale of this allocation. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.~~ "	longer necessary as the matter is appropriately addressed through modifications to JP-G9. See PfE response to IN9, M9.1 Q9.10.	
	JPA33	363-368	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA34	371-372	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	JPA35	374-375	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA37	380-381	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "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."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JP-D1	385	Modify Policy JP-D1, as follows: ~~"To make this happen we will:~~To ensure the effective development and implementation of the infrastructure needed to support the delivery of the vision and objectives set out in this document:" "We will: 1. Take a long term, strategic, holistic and integrated approach to place shaping, supported by devolved resources and powers. Utilising the spatial locations set out in this Plan a place-based approach will be	To clarify and improve the effectiveness (soundness) of the policy To ensure that the policy's requirements are clear and unambiguous Policy JP-D1 has been restructured into three parts, incorporating all	M12.1 Q12.1 M12.1 Q12.2

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			undertaken to overcome barriers, achieving prosperity and opportunity; We will work with infrastructure providers to: 2. Promote collaboration and synchronisation of investment plans ~~between ourselves and the main infrastructure providers:~~. 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; 3. ~~Work directly with the infrastructure providers and regulators (including Ofcom, Ofwat and Ofgem) to e~~Ensure that future investment plans ~~are consistent with~~ have regard to this Plan~~;~~. The involvement of regulators (including Ofcom, Ofwat and Ofgem) will be critical in this regard; ~~4. Establish a new long-term funding mechanism for transport and site specific infrastructure to ensure timely delivery and capture of developer contributions;~~ ~~8~~4. Minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and ~~9~~5. 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. We will, through local plans, other local planning documents and development management decisions:	previous modifications, and with some rewording of criteria to reflect the new sub-headings To clarify that the reference is appropriately phrased To clarify, ensuring that the plan text is up to date and appropriately phrased	GMCA 5.1 PQ74 M12.1 Q12.2 & Q12.3

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			~~5~~6. Encourage early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development; ~~6~~7. Require applicants to prepare~~, and have regard to,~~ an infrastructure phasing and delivery strategy to be agreed by the local planning authority for ~~strategic sites, major~~ sites where build out will be delivered by different developers or in phases. This strategy ~~must~~ ~~should~~ must outline what needs to be provided by when and who will fund and deliver it; and	Provides further clarity in respect of the content of the infrastructure strategy required by the policy and brings in a specific reference to the need to reach agreement with the relevant local planning authority To clarify that the reference is appropriately phrased To clarify, ensuring that there is no ambiguity for larger, potentially more complex sites	GMCA23 AP86 GMCA 5.1 PQ74 M12.1 Q12.4
			~~7~~8. Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring applicants to demonstrate that there will be adequate utility infrastructure capacity, ~~from first occupation until~~to support the delivery and occupation of their proposed 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	To clarify, ensuring there is no unnecessary overlap / inconsistencies within the plan, and with other statutory or regulatory regimes	M12.1 Q12.5

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			necessary improvements where this would be necessary to mitigate the impact of development. ~~As a minimum, applicants should identify and plan for:~~ ~~• Minimising the demand for energy, water and utility services by requiring sustainable building design and the incorporation of demand management measures within all new development and conversions where practicable;~~ ~~• Electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers the estimated load capacity of the building and the substations and routes for supply;~~ ~~• Reasonable gas and water supply, considering the need to conserve natural resources;~~ ~~• The provision of multiple-ducting to support full fibre digital connections from different providers;~~ ~~• Heating and cooling demand and the viability of its provision via decentralised energy networks. Designs must incorporate access to existing networks where feasible and viable; and~~ ~~• Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements.~~ ~~8. Work with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and~~	To clarify, ensuring consistency with the tests for planning obligations set out under NPPF paragraph 57	GMCA23 AP86

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			~~9. 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.~~"		
	JP-D2 (1st para.)	390	Modify the first paragraph of Policy JP-D2, as follows: "…These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, ~~legal contracts~~ 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)."	To clarify the policy, avoid any potential ambiguity and to be consistent with paragraph 12.16 of the reasoned justification	M12.1 Q12.6
	JP-D2 (para. 2)	390	Modify by deleting the second paragraph of Policy JP-D2, including any previous modifications and replacing with the revised text, as follows: "~~Applicants should take account of policies in development plans and other relevant documents~~ material considerations ~~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.~~" "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	~~To clarify that the reference is appropriately phrased~~ To clarify, ensuring consistency with national guidance in respect of the consideration of viability	~~GMCA 5.1 PQ74~~ GMCA23 AP88

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<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td></td><td></td><td><u>delivery in a transparent manner and reflecting national guidance.</u>”</td><td>as part of the planning application process</td><td></td></tr>
<tr><td></td><td>Table 12.1</td><td>392</td><td>Modify Table 12.1 as follows:
<table>
<tr><td>Increase overall employment land</td><td>Deliver <s>3.3</s> <u>3.5</u> <u>mill sqm industry and warehousing</u> by <s>2037</s><u>2039</u></td><td>3, 5</td></tr>
<tr><td>Homes</td><td></td><td></td></tr>
<tr><td>Deliver net increase of new homes</td><td>Deliver approx. <s>8,700</s> <u>9,409</u> annually by 202<s>5</s><u>7</u>

Deliver approx. <s>10,300</s> <u>10,210</u> annually by 203<s>0</s><u>2</u>
Deliver approx. <s>11,200</s> <u>11,013</u> annually by <s>2037</s><u>2039</u></td><td>1, 2, 3, 5, 7, 10</td></tr>
</table></td><td>Required as a result of the change to the plan period.</td><td>GMCA11.1 AP5</td></tr>
<tr><td></td><td>Appendix A</td><td>400-406</td><td>Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 1 attached to this schedule.</td><td>To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)</td><td>GMCA 3.1 PQ19</td></tr>
</table>

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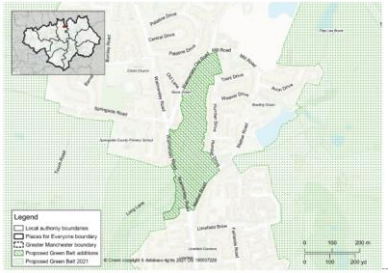
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ Ref</th></tr>
<tr><td></td><td>Appendix A</td><td>406</td><td>Add an additional row to Table A9 in Appendix A as follows, between the rows for Policy SD1 and Policy CP1:

<table><tr><td>Wigan Local Plan Core Strategy (2013) existing policy</td><td>Replaced by PfE policy / policies</td><td>Sections of policy to be superseded</td></tr><tr><td><u>SP1 Spatial Strategy (Partial)</u></td><td><u>JP-G10</u></td><td><u>The 10th paragraph which states: ‘The full extent of the Green Belt will be maintained.’</u></td></tr></table></td><td>To clarify and ensure consistency with the proposal to replace Policy CP8 ‘Green Belt and Safeguarded Land’ of the Wigan Local Plan Core Strategy, to which the sentence is associated, with PfE Policy JP-G10.</td><td>GMCA11.1 AP2</td></tr>
<tr><td></td><td>Appendix B, Picture B.2</td><td>410</td><td>Modify Picture B2 to reflect the consequential changes that are required resulting from proposed changes to Green Belt Addition boundaries</td><td>To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Green Belt Additions boundaries</td><td>M25.1 Q25.2 & M26.1 Q26.1</td></tr>
<tr><td></td><td>Appendix B, Picture B.4</td><td>415</td><td>Modify Picture B.4 GBA02 to revised boundary, as follows:
Policy Green Belt Addition 2: Horwich Golf Club / Knowles Farm
Picture B.4 GBA 2 Horwich Golf Club / Knowles Farm</td><td>To clarify, reflecting the changed situation and ensuring that the Plan is up to date</td><td>M25.1 Q25.2</td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	Appendix B, Picture B.5	416	Modify Picture B.5 GBA03 to revised boundary, as follows: Policy Green Belt Addition 3: Pigs Lea Brook 1 Picture B.5 GBA 3 Pigs Lea Brook 1 	To clarify, correcting an error with the boundary which excludes land at Humber Drive which is currently designated as River Valley in the adopted UDP	M26.1 Q26.1

Appendix D: Indicative Transport Mitigation

Table 1: Indicative transport mitigation associated with PfE Allocations

Allocation Name	Transport Interventions
JPA1.1/GMA01.1 Northern Gateway (Heywood/Pilsworth)	**Necessary** • M66 Junction 3 / Pilsworth Road junction upgrade • M62 J19 / A6046 Heywood Interchange – intervention to be determined • M66 Junction 2 / A58 additional lane • M66 Link Road • M66 Junction 2 / A58 • Pedestrian and cycle facilities • Introduction of local bus services to/from/within the allocation • Moss Hall Road / Pilsworth Road (South) junction upgrade • A6045 Heywood Old Rd / Whittle Lane additional traffic management measures • Moss Hall Road / Pilsworth Road (North) junction upgrade • Hollins Brow / Hollins Lane junction upgrade • Pilsworth Road (Between M66 Link Road and "3-Arrows" Junction) upgrade to dual carriageway standard **Supporting** • Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road

Allocation Name	Transport Interventions
JPA1.2/GMA01.2 Northern Gateway (Simister and Bowlee)	**Necessary** • M60 Junction 19 / A576 Middleton Road – signalisation of the Northern and Eastern Arms (A576 N and the M60 West Bound off Slip) • M62 J19 / A6046 Heywood Interchange – pedestrian and cycle measures • Corridor improvements on A576 Middleton Road / Manchester Old Road in vicinity of M60 J19 – interventions to be determined. • Pedestrian and cycle facilities • Introduction of local bus services to/from/within the allocation **Supporting** • New Metrolink stop on proposed line between Crumpsall and Middleton • Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road • Improvement of A6045 Heywood Old Road / A576 junction • A6045 Heywood Old Road / Langley Lane signalisation
JPA2/GMA02 Northern Gateway (Stakehill)	**Necessary** • A627(M) / A664 Rochdale Road (Slattocks) roundabout improvement • M62 J20 • A627(M) Chadderton Way

Allocation Name	Transport Interventions
	• Bus Improvements including new Rochdale-Oldham service • Walking and cycling improvement **Supporting** • Potential New Rail Station at Slattocks • M62 J19 improvements/ A6046 Middleton Road Heywood Interchange • M60 J19/ A576 Middleton Road improvements • Resurfacing of Thornham Lane • Tactile kerb installation between the northern site and Castleton Station • Extension of Local Link services
JPA3.1 & JPA3.2 / GMA03.1 & GMA03.2 Roundthorn MediPark Extension & Timperley Wedge	**Necessary** • Timperley Wedge Spine Road • Roundthorn Medipark Spine Road • M56 Junction 3 • M56 Junction 6 • Stopping up Whitecarr Lane at its junction with Newell Road • Stopping up Clay Lane/Barnacre Avenue from north of Capenhurst Close • Stopping up Clay Lane (at the western end of the Timperley Wedge Spine Road) • Dobbinetts Lane/Floats Road junction upgrade • Upgrade Dobbinetts Lane to standard width along its length • Improvement of Thorley Lane/ Runger Lane

Allocation Name	Transport Interventions
	• Upgrade Terminal 2 Roundabout to a signalised roundabout • Timperley Wedge Spine road Beeway • Beeway link to Timperley Wedge Spine Road • Spine Road crossing points • Improved connections with proposed Beeway at Whitecarr Lane towards Newall Green • Bus service improvements • Clay Lane bus gate • Bus priority infrastructure on the Timperley Wedge Spine Road • Metrolink Western Leg Extension – Metrolink stop at Timperley Wedge **Supporting** • Metrolink Western Leg Extension • Airport to Altrincham Bus Rapid Transit (BRT) / Bus Priority • M56 J6 (Redesign of pedestrian and cycle facilities) • M56 J5 and wider corridor improvement (improvement to be determined)
JPA4/GMA04 Bewshill Farm	**Necessary** • Pedestrian and cycle facilities and connection to the existing network • Contribution towards the Local Link service **Supporting** N/A

Allocation Name	Transport Interventions
JPA5/GMA05 Chequerbent North	**Necessary** • Chequerbent roundabout Link Road or junction improvement • Improvement at M61 J5 • Pedestrian and cycle connection between the allocation and the existing network **Supporting** • Measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8 • Metro Tram-train improvements on the Wigan-Manchester railway line • Implementation of the Westhoughton Bee Network scheme
JPA6/GMA06 West of Wingates / M61 Junction 6	**Necessary** • Public transport improvements – Local Link established, or bus service frequencies increased • M61 J5 Improvement • Blackrod Road/Manchester Road (signal timings) • A6 De Havilland Way/A6 Chorley Road junction improvements (adjacent to M61 Junction 6) • Spine road and Dicconson Lane roundabout • Hall Lane/Bolton Road • M61 Junction 6 improvements • Mansell Way / De Havilland Way (amended signal timings) • Pedestrian and cycle enhancements external to the allocation

Allocation Name	Transport Interventions
	Supporting N/A
JPA7/GMA07 Elton Reservoir Area	**Necessary** • Link Road and access junctions • Elton Metrolink Stop and Park & Ride facility • Radcliffe Town Centre Improvements • New bus services and associated stops to/through/within the allocation • Pedestrian and cycle facilities internal and external to the development – delivery of missing section of the Bolton-Bury Cycleway **Supporting** • A56/Radcliffe Road signal improvements • A58/Ainsworth Road/ Starling Road signal improvements
JPA9/GMA09 Walshaw	**Necessary** • Link road providing bus penetration through the allocation between Lowercroft Road and Scobell Street, via Walshaw Road. • Crostons Road/ Tottington Road junction • Tottington Road/Walshaw Road priority junction • Cockey Moor Road junction • A58 Bolton Road/Ainsworth Road junction improvement • A58 Bolton & Bury Road/Starling Road junction improvement

Allocation Name	Transport Interventions
	• Introduction of bus services through the allocation • Provision of off-site active travel infrastructure **Supporting** • Elton Link Road
JPA10/GMA10 Global Logistics	**Necessary** • A538/Sunbank Lane Improvement • Sunbank Lane walking and cycling accesses and crossing **Supporting** • M56 Junction 6 (Redesign of pedestrian and cycle facilities)
JPA11/GMA11 Southwick Park	**Necessary** N/A **Supporting** N/A
JPA12/GMA12 Beal Valley	**Necessary** • New Metrolink Stop and Park and Ride facility adjacent to Broadbent Moss and Beal Valley allocations • Metrolink Overbridge • Key internal highway network (spine road) • Improvement of A663 Shaw Road / A671 Oldham Road junction

Allocation Name	Transport Interventions
	• Improvement of A663 Crompton Way / Rochdale Road / Beal Lane junction • Improvement of B6194 Heyside / Water Street / Bullcote Lane junction • Improvement to and/or provision of new local bus services and facilities • Improvement of walking/cycling facilities including on Heyside and Cop Road via new Metrolink overbridge bridge **Supporting** • Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange • Improvement of Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way roundabout interchange • A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane enhancements to the operation of the signal-controlled junction
JPA13/GMA13 Bottom Field Farm (Woodhouses)	**Necessary** • Cycling and walking improvements • Minor Traffic Management improvements **Supporting** N/A
JPA14/GMA14 Broadbent Moss	**Necessary**

Allocation Name	Transport Interventions
	• New Metrolink Stop and Park and Ride facility adjacent to Broadbent Moss and Beal Valley allocations • Key internal highway network (spine road) • Metrolink Overbridge • Improvement of A663 Shaw Road / A671 Oldham Road junction • Improvement of A663 Crompton Way / Rochdale Road / Beal Lane junction • Improvement of B6194 Heyside / Water Street / Bullcote Lane junction • Improvement to and/or provision of new local bus services and facilities • Traffic calming Vulcan Street **Supporting** • Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange • Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way • A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane enhancements to the operation of the signal-controlled junction
JPA15/GMA15 Chew Brook Vale (Robert Fletchers)	**Necessary** • Sustainable access package of off-site improvement to walking and cycling routes • Access road and bridge over Chew Brook • A635 Holmfirth Road access junction

Allocation Name	Transport Interventions
	Supporting N/A
JPA16/GMA16 Cowlishaw	**Necessary** • Improvement of A663 Shaw Road / A671 Oldham Road junction • Improvement of A663 Crompton Way / Rochdale Road / Beal Lane junction • Upgrade of PRoW to Low Crompton to Bee Network standard **Supporting** • Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange • Improvement of A671 Rochdale Road / B6195 High Barn Road / A671 Oldham Road / B6195 Middleton Road junction
JPA17/GMA18 Land South of Coal Pit Lane (Ashton Road)	**Necessary** • Improvement of Coal Pit Lane/A627 Ashton Road Junction including localised improvement of Coal Pit Lane • Pedestrian and cycle route between Coal Pit Lane / Ashton Road Junction and White Bank Road **Supporting** • Rochdale-Oldham-Ashton Quality Bus Transit corridor

Allocation Name	Transport Interventions
JPA18/GMA19 South of Rosary Road	**Necessary** • Permeable network for pedestrian and cyclist priority within the allocation & PRoW connections to Bardsey Bridleway • Minor traffic management improvements **Supporting** • Rochdale-Oldham-Ashton Quality Bus Transit corridor
JPA19/GMA20 Bamford and Norden	**Necessary** • Norden Road / War Office Road scheme • Norden Road pedestrian crossing • Bus stop upgrades at the Norden Road / War Office Road junction • Furbarn Road improvements • North-South Greenway **Supporting** N/A
JPA20/GMA21 Castleton Sidings	**Necessary** • Manchester Road / Queensway (signal alterations) • Active travel links beyond allocation boundary **Supporting** N/A
JPA21/GMA22 Crimble Mill	**Necessary**

Allocation Name	Transport Interventions
	• Public Transport improvements – bus stop upgrades on A58 Rochdale Road East • Sustainable travel improvements • Crimble Lane improvements **Supporting** N/A
JPA22/GMA23 Land North of Smithy Bridge	**Necessary** • A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road signals • A58 Wardle Road signals • Hollingworth Lake car park • Traffic calming and parking management measures along Hollingworth Road • Secure cycle parking at Littleborough Rail Station • Bus stop upgrades along Hollingworth Road and Lake Bank. **Supporting** • A58 Residential Relief Road • A58 local improvements
JPA23/GMA24 Newhey Quarry	**Necessary** • Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way • Pedestrian crossing on A640 Huddersfield Road • Existing residents' car park • Newhey Metrolink Park and Ride car park

Allocation Name	Transport Interventions
	Supporting • Improvements to existing bus services
JPA24/GMA25 Roch Valley	**Necessary** • A58 Halifax Road / B6225 Hollingworth Road A6033 Todmorden Road signals • A58 Wardle Road signals • Secure cycle parking at Smithy Bridge Rail Station • Bus stop upgrades along Smithy Bridge Road and Halifax Road • Toucan Crossing at Smithy Bridge Rail Station • Toucan crossing at allocation entrance on Smithy Bridge Road **Supporting** • A58 Residential Relief Road • Cycle improvements towards Smithy Bridge Rail Station • Upgrade to level crossing on Smithy Bridge Road • A58 local improvements • Footway/cycleway to the south of the proposed access road
JPA25/GMA26 Trows Farm	**Necessary** • A664 Queensway / Cowm Top Lane Signalisation • A664 Queensway / A664 Manchester Road Signal Junction Staging Amendments • Pedestrian and cycle improvements on Hillcrest Road **Supporting**

Allocation Name	Transport Interventions
	• M62 Junction 20
JPA26/GMA27 Land at Hazelhurst Farm	**Necessary** • A580 East Lancashire Road/ Moorside Road crossing improvements • Worsley Road crossing • Ramped cycle & disabled access from Greenleach Lane to NCN55 • Local transport/sustainable travel improvements **Supporting** N/A
JPA27/GMA28 Land East of Boothstown	**Necessary** • Sustainable transport measures • Footpath along Leigh Road • Footpath from canal to Occupation Road access • Leigh Road active travel crossing • Newearth Road active travel crossing **Supporting** N/A
JPA28/GMA29 North of Irlam Station	**Necessary** • B5320 Liverpool Road / B5471 Brinell Drive junction improvement • A57 Cadishead Way / B5311 Fairhills Road junction improvement

Allocation Name	Transport Interventions
	• B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road junction improvement • Bridge replacement to afford access via Moss Lane • Station Access - Active Travel Improvements between the station and allocation • Irlam Bee Network links • Increased provision of cycle parking at Irlam rail station **Supporting** • Junction 11 of the M60 (2025-2030) • CLC Rail line capacity improvements • Metro/Tram-train services on the CLC line • A57 Liverpool Road/ Stadium Way Junction improvement • Improvements to bus services • Cheshire Line Connection / Trafford Green Way – Walking & Cycling Improvements • Traffic calming & parking management
JPA29/GMA30 Port Salford Extension	**Necessary** • WGIS infrastructure • Rail freight terminal • Canal berths & container terminal • Link Road between A57 Liverpool Road (linked to new junction on the M62) • Access to allocation off link road – roundabout on link road to provide access to Port Salford Extension • M60 J11 improvements • M60 J10 improvements

Allocation Name	Transport Interventions
	• M60 J12 improvements • New junction on M62 • Identification of a scheme at the A57 Liverpool Road/ Stadium Way junction • Bus service improvement • Walking & cycling improvements to link to the Bee Network **Supporting** • CLC Rail line capacity improvements • Metro/Tram-Train services on CLC line • Metrolink extension to Port Salford • Rail study improvements • Improvement at A57 Cadishead Way / B5311 Fairhills Road junction • Improvements to Local Link services • Walking & cycling improvements: Cheshire Lines Connection / Trafford Greenway
JPA30/GMA38 Ashton Moss West	**Necessary** • A6140 Lord Sheldon Way / Notcutts / A6140 (this junction forms part of the wider M60 J23 split interchange) • A635 Manchester Road / A6140 / A635 Signalised Crossroads (this junction forms part of the wider M60 J23 split interchange). • M60 J23 (North) / A635 Manchester Road • Walking and cycling measures • Enhancement of bus services **Supporting**

Allocation Name	Transport Interventions
	N/A
JPA31/GMA39 Godley Green Garden Village	**Necessary** • Improvement of M67 / A57 Hyde Road / A560 roundabout junction • Walking and cycling measures • Provision of direct pedestrian/cycle access bridge across the railway line to the vicinity of Hattersley Station [10] • Provision of bus services within the allocation **Supporting** • Improvement of M60 J24 Denton Island • Package of measures along the A560 (including possibility of Ashton-Stockport QBT)
JPA32/GMA40 South of Hyde	**Necessary** • Walking and cycling measures • Bus improvements along the A560 Stockport Road adjacent to the allocation **Supporting** • Package of measures along the A560 (including possible Ashton-Stockport QBT) • Improvement of M67 / A57 Hyde Road / A560 roundabout junction

[10] *this indicative intervention is a fall-back position, which now unlikely to be considered necessary given the development consent order decision letter made by the Secretary of State on 16 November 2022 and intention of National Highways to commence construction of the A57 Link Roads scheme in Spring 2023.*

Allocation Name	Transport Interventions
JPA33/GMA41 New Carrington	**Necessary** • Carrington Relief Road • Carrington Spur widening approach to M60 J8 • Flixton Road signalised junction Phase 1 signalisation • Flixton Road signalised junction Phase 2 signalisation • Carrington Link Junction Widening Phase 1 • Carrington Link Junction Widening Phase 2 • Isherwood Road Upgrade (part of Eastern link road) • Southern and Eastern Link • Sale West Link • Carrington Relief Road widening between Isherwood Road and start of Carrington Spur • M56 Bowden Roundabout • M60 J8 improvement • A56 Junction / Manchester Road / Barrington Road signalised junction upgrade • Altrincham / A56 Dunham Road / Highgate Road realignment • Heatley / Paddock Lane / Bent Lane (widen radii) • Creation of new and improved bus services • Public Transport Measures: Carrington to Stretford (via Urmston) corridor • Public Transport Measures: Access to Altrincham Package • Public Transport Measures: Access to Sale Package

Allocation Name	Transport Interventions
	• Public Transport Measures: Upgrading an extension of the existing bus services – including bus priority measures, real time information etc. • Greenway Link to Sale • PROW improvements • Controlled pedestrian crossings at the A56 Dunham Road / Park Road / Charcoal Road. **Supporting** • WGIS infrastructure • Trafford Greenway & Bee Network Bridge
JPA34/GMA42 M6 Junction 25	**Necessary** • Signalisation of Bryn Interchange • M6 Junction 24 Improvement **Supporting** N/A
JPA35/GMA43 North of Mosley Common	**Necessary** • Bridgewater Road/Newearth Road junction improvement • Manchester Road East / Armitage Avenue junction improvement • A580 East Lancashire Road / Mossley Common Road junction improvement • Guided busway stop and services • Pedestrian and cycle connectivity **Supporting**

Allocation Name	Transport Interventions
	N/A
JPA36/GMA44 Pocket Nook	**Necessary** • Bridge over future HS2 line • 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. **Supporting** • Improved bus service connectivity • New railway station(s) in local area • A580 East Lancashire Road / A579 Atherleigh Way • A580 East Lancashire Road/ A572 Newton Road • A572 Newton Road/ A579 Winwick Lane • A580 East Lancashire Road/ A574 Warrington Road
JPA37/GMA45 West of Gibfield	**Necessary** • Chequerbent to Platt Lane link road and associated improvements at Chequerbent roundabout • Improvement at M61 Junction 5 • A577/A579/Gibfield Park Way roundabout improvements • Active travel improvements including link to Daisy Hill rail station **Supporting** • Any measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8

Allocation Name	Transport Interventions
	• Metro/Tram-Train improvements on the Wigan-Manchester railway line • Implementation of the Leigh, Atherton and Tyldesley Bee Network scheme

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

CORRIDOR	Term	Location	RELEVANT ORGANISATION(S)	POTENTIAL FUNDING STREAM
M60 SE	Med	Junction 24 (Denton Island)	Local Authorities Developer(s) National Highways TfGM	NH Future RIS
M60 SW	Long	Junction 6	Local Authority National Highways TfGM	NH Pinch Point / Growth and Housing Fund / similar
M60 NW	Long	Junction 13	National Highways TfGM	RIS / other
M61	Long	Junction 4	National Highways TfGM	RIS / other
M62	Short	Junction 21 and Junction 20	National Highways	RIS (potential gap in programme)
M62	Long	Junction 19	National Highways TfGM	RIS / other
M67	Short	Junction 4 - Committed infrastructure upgrades as part of the Mottram Moor Link Road (MMLR) project	National Highways	N/A – committed (RIS)
A627(M)	Long	Junction 2	National Highways	RIS /other

Annex 1

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

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	All
A1 Achieving Bolton	JP-P5	All
P1 Employment land	JP-J2, JP-J3 and JP-J4	All
P3.1 Waste hierarchy	JP-S7	All
P5.1 Accessibility by different types of transport	JP-C1	All
P5.2 Accessibility by public transport	JP-C3	All
P5.3 Freight movement	JP-C6	All
P5.4 Servicing arrangements	JP-C7	All
P5.6 Transport needs of people with disabilities	JP-C4	All
P5.7 Transport assessments and travel plans	JP-C7	All

S1 Safe Bolton	JP-C7 and JP-P1	All
CG1.1 Green infrastructure in rural areas	JP-G1, JP-G2, JP-G3, JP-G4, JP-G5 and JP-G7	All
CG1.2 Urban Biodiversity	JP-G2	All
CG1.3 Open space	JP-G6	All
CG1.5 Flooding	JP-S5	All
CGH1.6 Energy requirements	JP-S2	All
CG1.7 Renewable energy	JP-S2	All
CG2 except CG2.2(c) Sustainable development	JP-S2	All
CG3 Built environment	JP-S4, JP-G1, JP-P1 and 2	All
SC1.1 Housing requirement	JP-H1	All
SC1.5 Housing Density	JP-H4	All

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	All

EC2 Existing Industrial Areas and Premises	JP-J2 and JP-J4	All
EC3 Improvement of Older Industrial Areas and Premises	JP-J2	All
EC3/1 Measures to Improve Industrial Areas	JP-J2	All
EC5 Offices	JP-J3	All
H1 Housing Land Provision	JP-H1	All
H2 Housing Environment and Design	JP-H3	All
H4 Housing Need	JP-H3	All
EN1 Environment	JP-P1	All
EN1/1 Visual Amenity	JP-P1	All
EN1/3 Landscaping Provision	JP-P1	All
EN1/11 Public Utility Infrastructure	JP-P1	All
EN2 Conservation and Listed Buildings	JP-P2	All
EN4 Energy Conservation	JP-S2 and JP-S3	All
EN4/1 Renewable Energy	JP-S2 and JP-S3	All
EN4/2 Energy Efficiency	JP-S2 and JP-S3	All

EN5 Flood Protection and Defence	JP-S5	All
EN5/1 New Development and Flood Risk	JP-S5	All
EN6 Conservation of the Natural Environment	JP-G9	All
EN6/5 Sites of Geological Interest	JP-G9	All
EN7 Pollution Control	JP-P1	All
EN7/1 Atmospheric Pollution	JP-S6	All
EN8 Woodland and Trees	JP-G7	All
EN9 Landscape	JP-G1	All
EN9/1 Special Landscape Area	JP-G1	All
OL1 Green Belt	JP-G10	All
OL1/1 Designation of Green Belt	JP-G10	All
OL3 Urban Open Space	JP-G6	All
OL3/1 Protection of Urban Open Space	JP-G6	All
OL5 River Valleys	JP-G2 and JP-G3	All

RT1 – Existing Provision for Recreation in the Urban Area	JP-P7	All
RT2/3 Education Recreation Facilities	JP-P7	All
RT2/4 Dual-Use of Education Facilities	JP-P7	All
RT3 Recreation In The Countryside	JP-G3, JP-G2 and JP-G5	All
HT1 A Balanced Transportation Strategy	JP-C1, JP-P1 and JP-C4	All
HT2/6 – Replacement Car Parking	JP-C7	All
HT2/10 – Development Affecting Trunk Roads	JP-C7	All
HT3 Public Transport	JP-C1 and JP-C3	All
HT4 New Development	JP-C7	All
HT6 Pedestrians and Cyclists	JP-C1, JP-C4 and JP-C5	All
HT6/2 – Pedestrian/Vehicular Conflict	JP-C4 and JP-C5	All
HT7 Freight	JP-C6	All

CF1 Proposals for New and Improved Community Facilities	JP-P1 and JP-P3	All
CF2 Education Land and Buildings	JP-P5	All
CF4 Healthcare Facilities	JP-P6	All
CF5 Childcare Facilities	JP-P5	All
MW1 Protection Of Mineral Resources	JP-S7	All
MW2 Environmental Considerations For Mineral Workings	JP-S7	All
MW3 Waste Disposal Facilities	JP-S7	All
MW3/1 Derelict or Degraded Land (Waste)	JP-S7	All
MW3/2 Waste Recycling and Bulk Reduction	JP-S7	All

Manchester City Council

Table A.3 Replaced Manchester Local Plan Policies

Manchester Core Strategy (2012) - Existing Policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
SP1 Spatial Principles (Partially)	JP-S1	• Last but one bullet
EC1 Employment and Economic Growth in Manchester (Partially)	JP-J3 and JP-J4	• 1st paragraph including 'Offices (B1a) - 140ha Research and Development and Industry (B1b, B1c and B2) - 25 ha Distribution and Warehousing (B8) - 35ha ' • distribution figures in key location bullet points
H1 Overall Housing Provision (Partially)	JP-H1	• first paragraph • trajectory • sentence in brackets in 2nd paragraph

		• 1st sentence of 5th paragraph
H2 Strategic Housing Location (Partially)	JP S1, JP S2 and JP S5 JP-H4	• ’40-50 dwellings per hectare’ from 1st bullet of 2nd paragraph
H8 Affordable Housing (Partially)	JP-H2	• last sentence of bullet 1
T1 Sustainable Transport (Partially)	JP-C1	• final bullet point
EN3 Heritage (Partially)	JP-P2	• 2nd paragraph
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Partially)	JP-S2	• 1st bullet including indented bullets on Energy Hierarchy
EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (Partially)	JP-S2	• ‘shown in Tables 12.1 or 12.2’ from 1st sentence of 1st paragraph • 2nd, 3rd, 4th and 5th paragraphs • tables 12.1 and 12.2

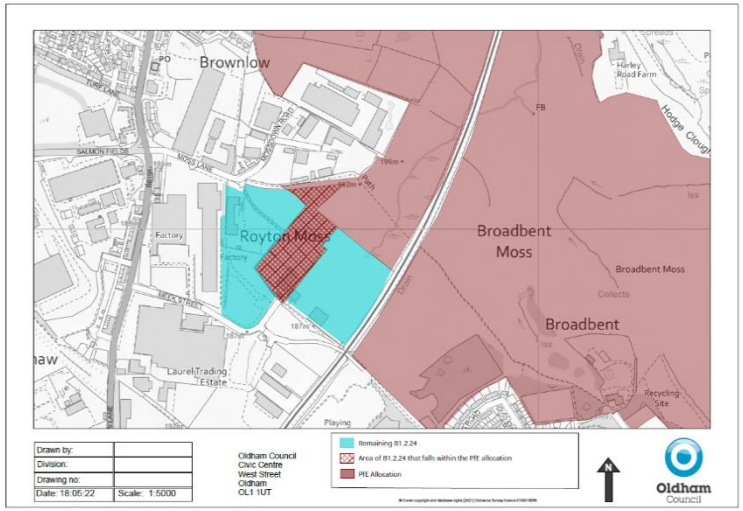
EN8 Adaption to Climate Change (Partially)	JP-S2, JP-S5 and JP-G9 and JP-S4	• 1st and 4th bullet points
EN14 Flood Risk (Partially)	JP-S5 JP-G9	• 3rd bullet point except final sentence
EN15 Biodiversity and Geological Conservation (Partially)	JP-G9	• 'either on-site or adjacent to the site' in second paragraph • last sentence
EN16 Air Quality (Partially)	JP-S6	• ', and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport' from 1st sentence.
EN17 Water Quality (Partially)	JP-S5	• 2nd bullet point

Table A.4 Replaced Oldham Local Plan Policies

Oldham Joint Core Strategy and Development Management Policies Development Plan Document (2011) – existing policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
3 An Address of Choice (Partially)	JP-H1	Section of policy on Distribution of Housing (including Table 5 - Current distribution of housing within District Partnership areas (based on the 2009 SHLAA)) Paragraphs 5.41 to 5.45 Table 6 – Current distribution of housing land types within District Partnership areas (based on the 2009 SHLAA findings)

4 Promoting Sustainable Regeneration and Prosperity (Partially)	JP-J3 and JP-J4	Second and third paragraph of policy wording. Paragraphs 5.51 and 5.52 of the reasoned justification
5 Promoting Accessibility and Sustainable Transport Modes (Partially)	JP-C3, JP-C4, JP-C5 and JP-C7	Policy requirements b) to j) Paragraphs 5.59 and 5.60 of the reasoned justification
18 Energy (Partially)	JP-S2	Section of policy on Carbon Dioxide Reduction Targets (including Table 8 – Energy Infrastructure Framework) Paragraphs 6.93 to 6.105 of the reasoned justification
19 Flooding (Partially)	JP-S5, JP-G3 JP-D1	Policy requirements a), b), c) and e) are superseded and replaced by policy JP-S5 Policy requirement d) is superseded by Policy JP-G3

		Policy requirement f) is superseded by Policy JP-D1. Paragraphs 6.113 to 6.116 of the reasoned justification.
20 Design	JP-P1	The entirety of Policy 20 is superseded by Policy JP-P1
22 Protecting Open Land (Partially)	JPA12, JPA14, JPA15 JPA16 and JP-G10 JPA15 Chew Brook Vale JPA12 Beal Valley JPA14 Broadbent Moss JPA16 Cowlishaw	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. 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: OPOL 9 – Bullcote Lane, Royton OPOL 10 – Shawside, Shaw (Moss Hey) OPOL 22 – Cowlishaw, Shaw Policy wording 'Development on LRFD will only be granted where it would be acceptable in the Green

	JPA14 Broadbent Moss JP-G10	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.
25 Developer Contributions	JP-D2	The entirety of Policy 25 is superseded by Policy JP-D2
Saved UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton	JPA14 Broadbent Moss	Part of policy B1.1.24 as shown on plan below 
Saved UDP Policy	JPA17 Land south of Coal Pit Lane	The entirety of policy H1.2.17 is superseded by Policy JPA17

H1.2.17 Housing Land Release Phase II		
Saved UDP Policy OE1.8 Major Developed Site in the Green Belt	JPA15 Chew Brook Vale	The entirety of Policy OE1.8 is superseded by Policy JPA15

Rochdale Council

Table A.5 Replaced Rochdale Local Plan Policies

Rochdale Core Strategy (2016) – Existing policy	**Replaced by PFE policy/policies**	**Sections of the policy to be superseded**
E2 Increasing jobs and prosperity (Partially)	JP-J3 and JP-J4	'up to 210 ha' in first bullet point of policy
E4 Managing the release of land to meet future employment needs	JP-J1, JP-J2, JP-J3 and JP-J4	All

C1 Delivering the right amount of housing in the right places (Partially)	JP-H1	• ‘to deliver at least 460 net additional dwellings per year up to 2028’ in the first sentence of the policy • - ‘460’ in first sentence of paragraph 8.6 of the supporting text
G1 Tackling and adapting to climate change	JP-S1, JP-S2 and JP-S3	All
G2 Energy and new development	JP-S1, JP-S2 and JP-S3	All
G3 Renewable and low carbon energy developments (Partially)	JP-S1, JP-S2 and JP-S3	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
G4 Protecting Green Belt land	JP-G10	All
G5 Managing protected open land (Partially)	JP-G10	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.

Salford Council

Table A.6 Replaced Salford Local Plan Policies

City of Salford Unitary Development Plan (2006) – Existing Policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
ST1 Sustainable Urban Neighbourhoods	JP-S1	All
ST3 Employment Supply	JP-J1, JP-J3 and JP-J4	All
ST5 Transport Networks	JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7	All
ST12 Development Density	JP-H4	All
ST13 Natural Environment Assets	JP-G1, JP-G2, JP-G3, JP-G4, JP-G6, JP-G7, JP-G8, JP-G9 and JP-G10	All
ST14 Global Environment	JP-S2	All
ST15 Historic Environment	JP-P2	All
EN1 Development Affecting the Green Belt	JP-G10	All

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	• First paragraph • Second paragraph • The words "and to inform the need for plan review" from end of fifth paragraph • Sixth paragraph
H7 Mixed Use and Density (Partially)	JP-H4	Paragraph (b)
OL1 Protection of the Green Belt	JP-G10	All
OL2 Existing Buildings in the Green Belt	JP-G10	All
OL3 Major Developed Sites in the Green Belt	JP-G10	All
T7 Cycling (Partially)	JP-C5 and JP-C7	Fourth paragraph

T8 Walking (Partially)	JP-C5 and JP-C7	Fourth paragraph
MW14 Air Quality (Partially)	JP-S6	All
U4 Flood Prevention (Partially)	JP-S5	First paragraph

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 superceded**
SL1 Pomona Island (Partially)	JP-S5	SL1.1 only
SL2 Trafford Wharfside (Partially)	JP-S1 and JP-S3	SL2.1 only
SL5 Carrington (Partially)	JP-S9, JP-S11 and JPA33 JP-Strat 9 JP-Strat11 JP-Allocation33	All
L1 Land for New Homes (Partially)	JP-H1 and JP-H4	L1.2 L1.3 L1.6 L1.7 L1.8

L2 Meeting Housing Needs (Partially)	JP-H2 and JP-H3	All
L3 Regeneration and Reducing Inequalities (Partially)	JP-S5 and JP-S11	All
L4 Sustainable Transport and Accessibility (Partially)	JP-S14, JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7	L4.1 parts (a), (b), (d) L4.2 L4.3L 4.4 L4.5 L4.13
L5 Climate Change (Partially)	JP-S2, JP-S3, JP-S5 and JP-S6	L5.2 L5.3 L5.4 L5.5 L5.6 L5.7 L5.8 L5.9 L5.11 L5.12 L5.15
L6 Waste (Partially)	JP-S7	All

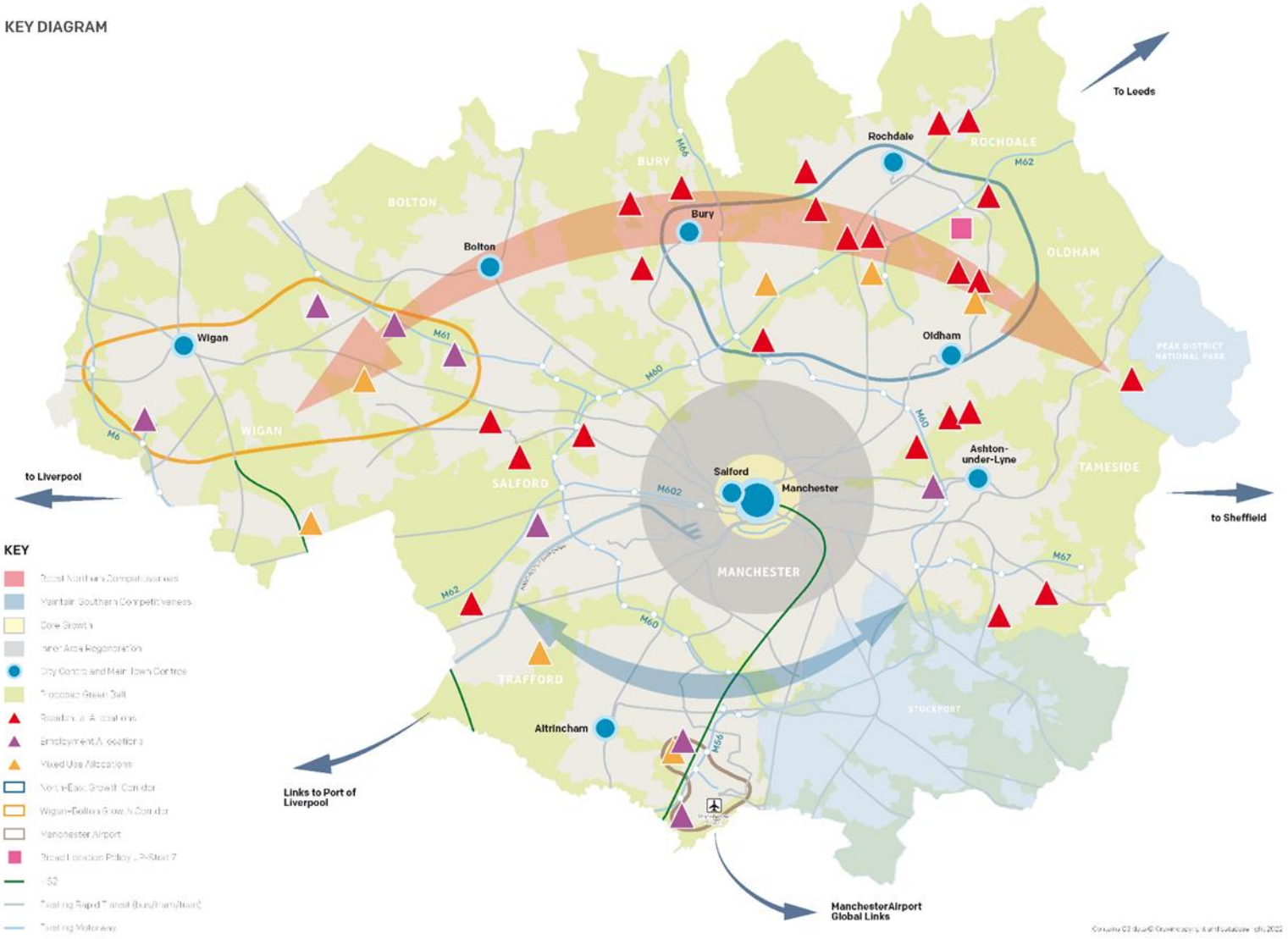
L7 Design (Partially)	JP-P1	L7.1 L7.2 bullet points 3, 4, 5 and 6 L7.3 bullet point 1 L7.4 L7.5
L8 Planning Obligations (Partially)	JP-D1 and JP-D2	L8.1 L8.10
W1 Economy (Partially)	JP-S1,3,5,9,10 JP-J1, JP-J2, JP-J3 JP-ALLOCATION3.2 JP-ALLOCATION33	W1.3 W1.4 W1.5 W1.6 W1.7 W1.9 W.14
W2 Town Centres and Retail (Partially)	JP-S9, JP-S12 and JP-P4	All
W3 Minerals (Partially)	JP-S7	All
R1 Historic Environment (Partially)	JP-P2	R1.2 R1.8

R2 Natural Environment (Partially)	P-S13, JP-G1, JP-G3, JP-G4, JP-G7, JP-G9 and JP-G10	All
R3 Green Infrastructure (Partially)	JP-S13, JP-G2, JP-G3, JP-G4, JP-G7 and JP-G9	R3.1 R3.2
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	JP-S9, JP-S10, JP-S11, JP-G11, JP-G12, JPA3.2 and JPA33	R4.1 R4.2 R4.3 R4.4 R4.7 R4.8
R5 Open Space, Sport and Recreation (Partially)	P-G6 and JP-P7	All
R6 Culture and Tourism (Partially)	JP-P3	R6.2 only

Wigan Council

Table A.9 Replaced Wigan Local Plan Policies

Wigan Local Plan Core Strategy (2013) – existing policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**

SD1 Presumption in Favour of Sustainable Development	JP-S1	All
SP1 Spatial Strategy (Partial)	JP-G10	The 10th paragraph which states: 'The full extent of the Green Belt will be maintained.'
CP1 Health and Wellbeing	JP-P6	All
CP4 Education and Learning	JP-P5	All
CP5 Economy and Environment	JP-J1 and JP-J2	All
CP6 Housing (Partial)	JP-H1	Clause 1 only
CP8 Green Belt and Safeguarded Land	JP-G10 and JP-G11	All
CP9 Landscape and Green Infrastructure	JP-G1 and JP-G2	All
CP12 Wildlife Habitats and Species	JP-G9	All
CP13 Low Carbon Development	JP-S2 and JP-S3	All
CP14 Waste	JP-S7	All
CP15 Minerals	JP-S2 and JP-S7	All

Annex 2 - Figure 3.1 Key Diagram