

Schedule of Proposed Main Modifications to the Places for Everyone Plan – Issue 2, November 2022

Introduction

This schedule has been prepared following the submission of responses to the Inspectors' Preliminary Questions and to Matters, Issues and Questions relating to IN8, IN9, IN10, IN11 and IN14 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. 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.

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	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); • <u>provides the strategic framework for local plans;</u> • <u>sets specific requirements to be taken forward in local plans</u> identifies the amount of new development that will come forward in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused; • <u>sets out policies to inform the preparation and determination of planning applications;</u> • 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
	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	12 14 14 15 37 51 54 54 59 62	* 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

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	Para. 4.56	65			
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	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. <u>Once the Places for Everyone Plan is adopted it will form part of the relevant authority's development plan. As such local plans will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies. It is a strategic plan and does not cover everything that a district local plan would. Districts will continue to produce their own Local Plans, setting out more detailed policies reflecting local circumstances. Appendix A sets out the policies in the relevant GM district local plans which will be replaced by the Places for Everyone Plan.</u>” [Move to new paragraph 1.58]	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. 1.57	17	Add the following text to the end of para 1.57, as follows: <u>“Due to the presence of the Peak District National Park in the eastern part of the borough of Oldham, it should be noted that the Places for Everyone Plan covers the whole of the borough of Oldham except that part which falls within the Peak District National Park. Developments within the National Park should refer to Development Plan Documents prepared by the Peak District National Park Authority.”</u>	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	GMCA 3.1 PQ44

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				District National Park development plan	
	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 Picture 10.2 Figure 11.1 Picture 11.2 Picture 11.21 Appendix B Picture B.2 Appendix C Picture C.2 (Policies Map)	24 33 38 91 98 111 115 119 128 145 149 150 152 163 168 195 218 220 276 410 466	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
	Para. 1.58	18	Delete paragraph 1.58, as follows:	To ensure that there is no ambiguity and clarify the	M1.1 Q1.9

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			“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: <u>“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.”</u>	role of the Plan in relation to local plans and neighbourhood plans.	
	Figure 3.1 - Key Diagram	38	Modify the notation within the key to the Key Diagram, Figure 3.1, as follows: “Principle Town Centre <u>City Centre and Main Town Centres”</u> “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
	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. <u>The figures (4.1 to 4.8) and Picture 4.2 provide an illustrative representation of key aspects of policies JP-Strat 1 to JP-Strat11. They assist both further plan making and decision makers considering planning applications by providing additional visual context for the policies. The transport infrastructure improvements shown in Figures 4.4; 4.5; 4.6; 4.7;</u>	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

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			4.8; and Picture 4.2 are for illustrative purposes only. There is <u>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</u>		
	Para. 4.22	49	Modify by inserting a new paragraph after 4.22 as follows: <u>“The Policies within this Chapter establish the overall spatial strategy for the Plan. In addition, Policies JP-Strat1 to JP-Strat11 provide a strategic framework for local plans.”</u>	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
	JP-Strat1 (2 nd para.) and para. 4.26	51	Modify Policy JP-Strat1 (2 nd 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	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	GMCA 4.1 PQ48

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			sufficient land has been identified in the Core Growth Area for almost 98,000 new homes.” Paragraph 4.26 <u>“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...”</u>	the spatial strategy for the Core Growth Area	
	JP-Strat2 (4 th 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. <u>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.</u> The City Centre offers significant opportunity to maximise the use of previously developed land. It will enable the delivery of a range of...”	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	GMCA 4.1 PQ49
	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	To clarify that reference to the available land supply is moved from Policy JP-Strat3 to the reasoned justification at	GMCA 4.1 PQ50

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			and minimal industry and warehousing (around 6,000 sqm) has 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. <u>Over the period 2020-2037, land to accommodate around 192,000 sqm of office floorspace, around 12,500 new dwellings and minimal industry and warehousing (around 6,000 sqm) has been identified within the Quays.</u> It offers significant opportunity to maximise the use of previously developed land by delivering large scale residential development close to a major source of jobs, education...”	paragraph 4.32 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Quays	
	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	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	GMCA 4.1 PQ55

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			access to the Core Growth Area for employment and services. <u>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.</u>		
	JP-Strat6 (1 st 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, <u>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</u> (GM-Strat7 and GM-Strat8).” Modify to address a typo in [PMM1, page 5], as follows: “JP-Strat7 <u>and</u> 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	61	Modify the reasoned justification to Policy JP-Strat7 at paragraph 4.49, as follows; “...There are two 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. <u>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</u>	To clarify that the identification of the ‘High Crompton broad location’ within the PfE plan does not negate the need for the removal of any land from the Green Belt in this location being subject to the requirements set	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”.	out in national policy, including that around exceptional circumstances.	
	JP-Strat7 (2 nd para.) and para. 4.50	61-62	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. <u>Land to accommodate almost one million sqm of new employment floorspace and around 19,000 16,000 new dwellings has been identified in the north east growth corridor.</u> 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	GMCA 4.1 PQ57
	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	To clarify that reference to the available land supply is moved from	GMCA 4.1 PQ60

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			“Over the period 2020-2037, land to accommodate just over 1million sqm of new employment floorspace and approximately 13,000 new dwellings has been identified within the area.” 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. <u>Over the period 2020-2037, land to accommodate just over 1 million sqm of new employment floorspace and approximately 13,000 new dwellings has been identified within the area.”</u>	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	
	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 <u>a health innovation cluster</u>, including a health <u>village on land at Royal Bolton Hospital.</u>” 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,	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	M5.1 Q5.11

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			including new health technology related activities, which would benefit from this location, alongside new housing development. <u>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.</u> The corridor also benefits from... ”	equivalent Development Plan Document following the adoption of Places for Everyone.	
	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 (1 st 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 <u>as identified in Chapter 11 of this Plan.</u> ”	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 (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 <u>and</u> • Manchester's Local plan policies <u>and</u>	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 (3 rd 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	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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			research strengths of the adjacent Wythenshawe Hospital and the wider Manchester University NHS Foundation Trust (<u>See Policy JP Allocation 3.1 'Medipark' and Manchester Local Plan</u>) 3. Delivering approximately 60,000 sqm of office floorspace around the new HS2 Station (<u>See Policy JP Allocation 3.2 'Timperley Wedge'</u>) 4. Providing a minimum of 1,700 new homes to the west of the M56 at Timperley Wedge, up to 2037 (<u>See Policy JP Allocation 3.2 'Timperley Wedge'</u>); 5. Providing sufficient development opportunities to take full advantage of the introduction of HS2 and NPR into this location.”		
	Figure 4.7	72	Modify figure 4.7 to change ‘ Airport City South ’ to ‘ <u>Global Logistics</u> ’.	To clarify that the reference is appropriately phrased	GMCA 4.1 PQ67
	JP-Strat11, (1 st 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. <u>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 dwellings and 350,000 sqm of employment floorspace has been identified and which will be delivered together with a new local centre over the period 2020-2037.</u> ”	To clarify the full amount of development expected to be delivered in the New Carrington area.	M5.1 Q5.15
	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: “ <u>Local Area Energy Plans are being developed by the PfE districts in collaboration with the GMCA and Energy Systems Catapult (ESC). The Local Area Energy Plans are being</u>	To clarify the application of Local Area Energy Plans, Policy JP-S2 within the reasoned justification	GMCA 5.1 PQ75 and

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			funded by BEIS and are consistent with Government policy: (footnote) https://www.gov.uk/government/consultations/proposals-for-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.”		PQ76 and Q6.4
	Para. 5.14	85	Modify the last sentence of paragraph 5.14, as follows: 5.14 “...Therefore in Greater Manchester the following targets will be sought in relation to reducing energy demand and onsite renewable energy generation <u>within residential developments</u> .”	To clarify which elements are relevant for residential development	M6.1 Q6.6
	Table 5.1	85	Modify the heading for Table 5.1, as follows: “Table 5.1 Targets for Reducing Energy Demand and Onsite Renewable Energy Generation <u>within residential developments</u> .”	To clarify which elements are relevant for residential development	M6.1 Q6.6
	Para. 5.19	86	Modify the reasoned justification, following paragraph 5.19, as follows: “ <u>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.</u> ” Modify the original modification (set out above) proposed by GMCA 3.1 PQ17, deleting as follows:	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).	GMCA 3.1 PQ17

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			“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: <u>“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. However, the Building 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 non-residential development.</u> <u>The provision of adequate electric vehicle charging points in new development involves a number of considerations including:</u> <u>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 charge points (fast or rapid or a mix of both) and the management arrangements required.</u> <u>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,</u>	To ensure the policy is clear and unambiguous and effective, assisting both further plan making and decision makers when considering planning applications	M6.1 Q6.6 & Q6.8

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			<u>pedestrian and cyclist amenity or access, particularly for people with a disability. Design should also consider the needs of disabled EV drivers.</u> <u>iii. Potential for EV Car Club requirements which also relates to the type of development and its location.</u> <u>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</u> <u>v. The number of charge points required to meet demand (both current and likely future demand). Meeting current and likely 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.”</u>		
	JP-S2 (criterion 5)	87	Modify Policy JP-S2 by deleting criterion 5 and footnote 30, as follows: “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.”	To provide clarity and remove duplication within criterion 5 and 7 of Policy JP-S2 and associated footnote 30.	M6.1 Q6.4

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	JP-S2 (criterion 8(a))	87	Modify by deleting the following text from JP-S2 8(a), as follows: “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-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 <u>have been</u> 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. <u>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.</u>” “5.22 Further analysis has as identified heat networks as among the technologies/systems offering the highest technical potential to contribute to carbon emissions <u>the reduction in carbon emissions.</u>”	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.	GMCA 5.1 PQ77 and M6.1 Q6.9

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			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 <u>and the policies map</u> shows the broad 'Heat and Energy Network Opportunity Areas' across the nine districts and this <u>these areas</u> 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 <u>the reduction in carbon emissions</u>."	Supersedes modification to paragraph 5.20 (set out above). To clarify further by including 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: <u>"To comply with criteria 3 of JP-S 3, heat and energy network viability assessments will be required 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 to ensure consistency of approach and to aid the decision-making process."</u>	To clarify and make unambiguous, and therefore effective, in the interpretation of Policy JP-S3	M6.1 Q6.11
	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];	M6.1 Q6.9

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				assisting both the further plan making and decision making	
	Para. 5.38	94	Modify by adding to the end of paragraph 5.38, as follows: <u>"...All new homes have to meet mandatory national standard set out in Building Regulations (of 125 litres/person/day) 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 water demand, which will be determined through district local plans.</u>	To clarify, providing supporting information to the reasoned justification for policy JP-S5, criterion 8	M6.1 Q6.15
	JP-S5 (1 st para.)	95	Modify Policy JP-S5, first paragraph, as follows: <u>"Through development management, an An-integrated catchment based approach will be taken..."</u>	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 Directive) (England and Wales) Regulations 2017	GMCA 5.1 PQ78 GMCA 5.1 PQ74
	JP-S5 (criterion 1)		Modify Policy JP-S5 (criterion 1), as follows: <u>"1. Returning rivers to a more natural state, where practicable, in line with reference to the North West River Basin Management Plan; "</u>	To clarify, ensuring that the North West River Basin Management Plan is taken into account in decision-making	M6.1 Q6.13

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	JP-S5 (criterion 7)	95	Modify by deleting criterion 7 of Policy JP-S5, as follows: “7. Securing further investment in wastewater treatment to reduce the frequency of intermittent discharges of storm sewage; and “	Clarify, removing unnecessary duplication as sufficiently covered by Policy JP-D1 Infrastructure Implementation criteria 2, 3 and 5.	M6.1 Q6.14
	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 that it is consistent with national planning policy (NPPF para 188)	M6.1 Q6.19
	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.”	To clarify, making deletions that are in line with the government’s agreement that the charging Clean Air Zone will not go ahead (30 th 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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			"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..."		
	JP-S7 (criterion 1)	102	Modify Policy JP-S7, criterion 1, as follows: "1. Development and implementation of the <u>Resource Zero Waste</u> Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;"	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(iii)	109	Modify Policy JP-J1, criterion G(iii), as follows: " <u>The Core Growth Area</u> 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."	To clarify the key growth locations ensuring consistency across the Plan, including Policy JP-Strat1	M5.1 Q5.4
	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	M5.1 Q5.13

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				across the Plan, including Policy JP-Strat10	
	JP-J1, new criterion G ix	110	Modify Policy JP-J1 (G) with a new criterion ix, as follows: <u>“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.”</u>	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, <u>as identified in chapter 11 of this plan</u> , 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 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. ”	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 local plans will need to remove land from the Green Belt to allocate employment sites	GMCA 3.1 PQ37 M7.1 Q7.2
	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

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	Para. 7.20	132	Modify the end of paragraph 7.20 of the reasoned justification text, as follows: <u>“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.”</u>	To clarify that each of the nine local planning authorities is expected to 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	GMCA 3.1 PQ28
	After para. 7.20	132	Modify by inserting a new paragraph at the end of the reasoned justification above Policy JP-H1, as follows: <u>“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.”</u>	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
	JP-H1 (2 nd para)	133	Modify the second paragraph of Policy JP-H1, as follows: “Table 7.1, defines the land supply, demonstrating that <u>Brownfield land will be the predominant source of land over the plan period.”</u>	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	GMCA 3.1 PQ27

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	JP-H1 (final para.)	133	Modify by adding the following before the final paragraph of the policy text, as follows: <u>"The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for, through their local plans."</u>	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 (Table 7.2)	133	Modify Table 7.2, as follows: Replace the annual average 2021-2037 for Trafford with the correct figure of 1,112 <u>1,122</u> .	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)	M8.1 Q8.3
	JP-H3 (2 nd para.)	138	Modify Policy JP-H3, 2nd paragraph, as follows : "The precise mix of dwelling types and sizes will be determined through district local plans, <u>and have regard to masterplans and other guidance,...</u> "	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	JP-G1 (2nd para.)	144	Modify Policy JP-G1, second paragraph, as follows: <u>"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."</u>	To clarify the term 'interface of new development' within Policy JP-G1	GMCA 5.1 PQ90

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	JP-G2 (between 4 th & 5 th paras.) and new para. after 8.15	147-148	Modify by adding a new paragraph between paragraphs 4 and 5 of Policy JP-G2 and a new paragraph in the reasoned justification, after paragraph 8.15 , as follows: <u>“Development which involves the removal of land from the Green Belt (including allocations proposed in this plan) will be required to contribute towards green infrastructure enhancement opportunities in the remaining Green Belt.”</u> New paragraph after 8.15: <u>“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.”</u>	To clarify interpretation and avoid ambiguity to Policy JP-G2 and its supporting text	M9.1 Q9.4
	JP-G5 (new criterion 7) and para. 8.33	156-157	Modify with an additional criterion (7) in Policy JP-G5 and revised paragraph 8.33, as follows: <u>“7. Ensure that new development close to the SAC and SPAs does not have an adverse impact on protected habitats.”</u> Paragraph 8.33: 8.33 “...These habitats support important breeding bird populations <u>and it is important that new nearby development does not have an adverse impact through domestic features, disturbances, recreation and loss/disturbance to functionally linked habitats</u>. The peat soils of the uplands store significant volumes of carbon, but extensive areas are degraded...”	To clarify, ensuring the effectiveness of the Habitats Regulations Assessment (HRA) work to reduce the impact of the plan on European designated habitat sites	M9.1 Q9.5
	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	To clarify the application of the adopted Tree and Woodland Strategy by	GMCA 5.1 PQ93

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			starting to take effect, and these efforts are now being <u>have been</u> brought together under the Greater Manchester Tree and Woodland Strategy, being prepared on behalf of Greater Manchester by the City of Trees initiative, with the intention of being formally adopted as guidance which can inform planning decisions. This guidance provides an overarching strategy for individual districts to develop local tree strategies, greenspace plans or similar related strategies...	each District, as appropriate	
	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
	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): <u>"Where appropriate, development will be expected to contribute towards mitigating any identified pollution impacts on European and international designated habitat sites."</u> New paragraph after 8.53: <u>"In line with the outcomes of the HRA in relation to the Manchester Mosses SAC, Rochdale Canal SAC and the South</u>	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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			<u>Pennine Moors SAC / Peak District Moors SPA / South Pennine Moors SPA, new development will be required to contribute towards the implementation of measures to mitigate the adverse impacts on these European designated sites, where appropriate.</u>		
	JP-G10 (1 st para.)	167	Modify the first paragraph of Policy JP-G10, as follows: “The Green Belt <u>is</u> as defined on the Policies Map will be afforded strong protection in accordance with the National Planning Policy Framework . The Green Belt as shown in Figure 8.6 'The Green Belt 2021', will continue to be managed positively to serves the five purposes set out in national policy:...”	To clarify that: the reference is appropriately phrased; and, the application of this policy in relation to NPPF 138	GMCA 5.1 PQ74 GMCA 3.1 PQ38 (b)
	JP-G10 (penultimate para.)	167	Modify the second paragraph of Policy JP-G10, as follows: “ Positive and <u>The</u> beneficial use of the Green Belt will be supported <u>enhanced</u> 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-G11 (1 st and 3 rd 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 (<u>see JPA3.2</u>)” Modify the 3rd paragraph of Policy JP-G11, as follows: “ Safeguarded Land will only be released for development ”	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

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			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 <u>will arise out of the proposed HS2 Manchester Airport Station</u> 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 <u>in that area.</u>"		
	Policy JP-P1 (1 st para, criterion 1A)	175	Modify criterion 1A of the first paragraph of Policy JP-P1, as follows: "Responds to <u>Conserves and enhances</u> 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-P2 (1 st para.)	178	Modify the second sentence of the first paragraph of Policy JP-P2, as follows:	To improve the clarity of the policy and improve	M10.1 Q10.2

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			“Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct <u>character</u> , identity and sense of place.”	the effectiveness of its application	
	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 <u>conserving</u> and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings.” Second sentence “This knowledge should be used to inform the positive <u>management and</u> integration of our heritage by:”	To clarify by ensuring the policy more accurately aligns with the NPPF and improves the effectiveness of its application	M10.1 Q10.2
	Policy JP-P2 (criterion 2)	178	Modify criterion 2 of Policy JP-P2 as follows: “2. Utilising <u>Ensuring that</u> the heritage significance of a site or area <u>is considered effectively</u> in the planning and design process, providing and opportunities for interpretation and local engagement <u>are optimised</u>.”	To improve the clarity of the policy and improve the effectiveness of its application	M10.1 Q10.2

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	Policy JP-P2 (3 rd 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 <u>/ or</u> historic value.”	To improve the clarity of the policy and improve the effectiveness of its application	M10.1 Q10.2
	Policy JP-P2 (4 th 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 <u>including</u> conservation area(s) should conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area...”	To improve the clarity of the policy and improve the effectiveness of its application	M10.1 Q10.2
	Policy JP-P2 (5 th 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 un non-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 “... <u>Development proposals will also be expected to avoid harm to other non-designated heritage assets.</u> ”	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 (6 th para.)	179	Modify the end of the sixth paragraph of the Policy JP-P2, as follows:	To improve the clarity of the policy and improve	M10.1 Q10.2

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			<u>“...Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester’s heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.”</u>	the effectiveness of its application	
	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 <u>identification</u> of ‘Creative Improvement Districts’ where there is evidence that the designation <u>identification</u> will enhance the local economy and provide facilities and workspace for the creative industries;” Paragraph 9.15 “The continued enhancement of cultural opportunities is central to place-making across Greater Manchester. The importance of culture <u>and the night time economy</u> will need to be reflected in the way in which our cities, towns and neighbourhoods develop, with individual developments contributing towards this. <u>Creative Improvement Districts form part of Greater Manchester’s cultural and economic response to the pandemic, as set out in the GM Culture Recovery Plan, to support the recovery of high streets across Greater Manchester’s town centres. They will be delivered as part of culture, night time economy and creative-led regeneration programmes and be consistent with the appropriate local planning framework.</u>”	To clarify, allowing the Plan to provide a strategic framework for Creative Improvement Districts to be identified 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	M10.1 Q10.3 GMCA 5.1 PQ95

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	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
	Para. 9.38	187	Modify the reasoned justification to JP-P7 at paragraph 9.38, as follows: “Consequently, standards for access to some recreation facilities such as parks, sports pitches and allotments will be set by individual local authorities and set out in Local Plans, <u>as appropriate.</u>” Modify the last sentence of paragraph 9.38, as follows: “Consequently, standards for access to some recreation facilities such as parks, sports pitches and allotments will be set by individual local authorities and set out in Local Plans. <u>The provision of sports facilities will be determined by individual local authorities through an evidence based rather than standards based approach.</u>”	To clarify that the reasoned justification aligns with the policy To clarify by ensuring that Policy JP-P7 more accurately aligns with NPPF 98 and advice from Sport England	GMCA 5.1 PQ96 M10.1 Q10.8
	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 providing new and/or improved existing facilities commensurate with the demand they would generate, ensuring that they meet accessibility”	To clarify by ensuring that Policy JP-P7 more accurately aligns with NPPF 98 and advice from Sport England	M10.1 Q10.8

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			standards. The provision of sports facilities will be determined by individual local authorities through an evidence based approach.” “7. Encouraging the incorporation of <u>a sports facilities mix</u> in all education settings, <u>that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and</u> 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
	Para. 10.27	199	Modify the reasoned justification at paragraph 10.27 to include an additional bullet point, as follows: “• <u>Prioritising more sustainable modes of transport as per the hierarchy contained in the 2016 NACTO Global Street Design Guide adopted by GMCA in 2017</u> ”	To clarify that the source of the hierarchy set out within paragraph 10.27	GMCA 5.1 PQ74
	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 <u>set out below</u> (highest priority first):”	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74

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			<u>movement of people and goods. Ongoing collaboration between National Highways, TfGM and the Local Authorities will be essential in ensuring that the SRN in Greater Manchester operates in an effective and efficient manner; and best contributes to sustainable economic growth. Greater Manchester benefits from a strategic location on the national motorway network...</u>		
	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 <u>with reference to using</u> 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.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 identified for office, industrial and housing development through our land availability assessments. This land supply is <u>updated annually and</u> includes the identification of suitable brownfield sites and where appropriate the optimisation of density ratios, in line with the overall strategy. As appropriate,	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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			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: <u>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 can be met. In the event that it proves necessary to look to land beyond the existing supply, as updated, national planning policy would apply including in the case of the Green Belt the requirement for exceptional circumstances.</u>		
	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 (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	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	M14.1 Q14.5

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			be required for planning applications involving 1,000 or more sqm or 50 or more residential units."	through modifications to JP-G9 (see PfE response to IN9, Q9.10)	
	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 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."	To clarify that as part of the updated HRA and the proposed modifications to JP-G9, (see PfE 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	M14.1 Q14.20

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			<u>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.”</u>		
	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; “ <u>“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 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.”</u>	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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	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
	JPA7	263	Modify by including a new criterion after criterion 12, as follows: <u>“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.”</u>	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: <u>“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.”</u>	To clarify, setting out the justification for the new criterion relating to Green Belt boundaries (above).	M17.1 Q17.2

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	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 <u>a minimum of 25,000 sqm B2/B8</u> 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, <u>unless Oldham Council Local Planning Authority consider that following further technical assessment work, the route is either unnecessary or undeliverable;</u> ”	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 <u>Provide a proportionate and evidence-based contribution</u> to the delivery of the new Metrolink stop and...”	To clarify, improving the effectiveness of the Policy JPA12	M19.1 Q19.6
	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 ”	To clarify, ensuring consistency across the Plan and reflecting a proposed modification to Policy JP-G2 with regards	M19.1 Q19.3

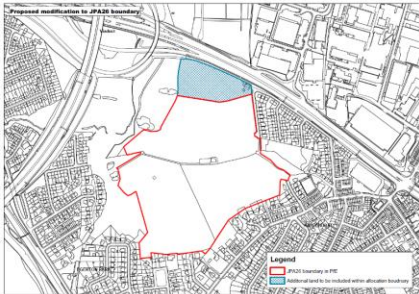
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			green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;	to compensatory improvements in the Green Belt (see IN9 Q9.4)	
	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, <u>and create a new defensible Green Belt boundary using physical features that are readily recognisable and likely to be permanent;</u> "	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. <u>Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;</u>"	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 Q19.39
	JPA14 (criterion 7)	286	Modify criterion 7 of Policy JPA14, as follows: 7. " <u>Safeguard land for, and provide a proportionate and evidence-based</u> 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
	JPA14 (criterion 8)	286	Modify criterion 8 of Policy JPA14, as follows: 8. "Make provision for a local centre <u>in a suitable and accessible location within</u> adjacent to the new Metrolink stop	To clarify, improving the effectiveness of the Policy JPA14	M19.1 Q19.14

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			and new park and ride facility on the north western part of the site, incorporating higher density apartments;”		
	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
	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, <u>and create a new defensible Green Belt boundary using physical features that are readily recognisable and likely to be permanent;</u> ”	To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary	M19.1 Q19.32
	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	To clarify that as part of any development there will be the need to create	M19.1 Q19.20

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			mitigate harm to the Green Belt, and create a new defensible <u>Green Belt boundary using physical features that are readily recognisable and likely to be permanent;</u> "	a new defensible Green Belt boundary	
	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
	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 <u>Green Belt boundary using physical features that are readily recognisable and likely to be permanent;</u> "	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	To clarify, ensuring consistency across the Plan and reflecting a proposed modification to	M19.1 Q19.27

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			Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;	Policy JP-G2 with regards to compensatory improvements in the Green Belt (see IN9 Q9.4)	
	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
	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	To clarify, ensuring that at the detailed planning stage a proper assessment can be made in relation to the lighting,	M20.1 Q20.24

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			account. <u>The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.</u>	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 22	
	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;” “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.”	To clarify that as part of the updated HRA, the policy requirement and associated reasoned 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)	M20.1 Q20.37
	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	M21.1 Q21.2

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				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 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

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	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-based assessment of the site’s archaeological interest will be required.”	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 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	M21.1 Q21.6
	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 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	M21.1 Q21.21

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			to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.	through modifications to JP-G9 (See PfE response to IN9, Q9.10)	
	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 997 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 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 16 and last two sentences of paragraph 11.266 are no longer necessary in JPA29 as the matter is appropriately addressed through modifications to JP-G9 (See PfE response to IN9, Q9.10)	M21.1 Q21.29
	JPA30 (criterion 14)	341	Modify criterion 14 of Policy JPA30, as follows: 14. “Protect and enhance key landscape and ecological features, including <u>priority species</u> , 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	M22.1 Q22.5

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			22. "Protect and enhance key landscape and ecological features, including <u>priority species</u> , protected trees and woodlands, areas of Ancient Woodland, other mature trees, hedgerows, cloughs, watercourses and ponds;"	priority species within the allocation and to ensure Policy JPA31 is effective and consistent with the NPPF, including paragraph 179(b)	
	JPA31 (new criterion 25)	346	Modify by adding a new criterion 25 to Policy JPA31, as follows: "25. <u>Strengthen the definition along the A560 of the Green Belt boundary through appropriate boundary treatments, including tree planting.</u> "	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
	JPA32 (criterion 2) and paras. 11.305 & 11.306	349 352	Modify criterion 2 of Policy JPA32 and paragraphs 11.305 and 11.306, as follows: 2. "Deliver homes across a range of types and tenures in accordance with the <u>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;</u> " 11.305 "The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities, <u>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</u>	To clarify, ensuring that 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 Q22.18

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			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. <u>There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).</u>"		
	JPA32 (criterion 21)	351	Modify criterion 21 of Policy JPA32, as follows: 21. "Protect and enhance key landscape and ecological features including <u>priority species</u>, 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
	JPA32 (new criterion 24)	351	Modify by adding a new criterion 24 to Policy JPA32, as follows: 24. "<u>Clearly define the boundary between the eastern development parcel and Green Belt to the south through appropriate boundary treatments, including tree planting.</u>"	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
	JPA33 (criterion 36)	361 & 367	Modify JPA33 by deleting criterion 36 and paragraph 11.342, as follows:	To clarify as part of the updated HRA, it	M23.9 Q23.9

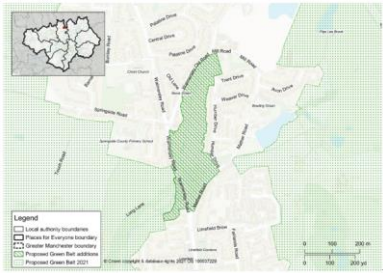
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	and para. 11.342		“36. Provide a project specific Habitats Regulation Assessment for planning applications of over 50 residential units or 1,000 sqm employment floorspace;” and “11.342 A project specific Habitats Regulation Assessment will be required 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. “	is considered that this policy requirement and associated RJ text is no longer necessary as the matter is appropriately addressed through modifications to JP-G9. See PfE response to IN9, M9.1 Q9.10.	
	JP-D1	385	Modify Policy JP-D1, as follows: “To make this happen we will:<u>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:</u>” <u>“We will:</u> 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 undertaken to overcome barriers, achieving prosperity and opportunity; <u>We will work with infrastructure providers to:</u> 2. Promote collaboration and synchronisation of investment plans between ourselves and the main infrastructure providers. <u>Key infrastructure providers include the NHS</u>	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 previous modifications, and with some rewording of criteria to reflect the new sub-headings	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
			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 <u>Ensure</u> 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; 84. <u>Minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and</u> 95. <u>Promote the provision and use of shared routing, trenching and programming particularly in areas where there is extreme pipe and cable congestion under the streets to reduce disruption.</u> <u>We will, through local plans, other local planning documents and development management decisions:</u> 56. 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	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
			and connections in time to serve the proposed development; 67. Require applicants to prepare, <u>and have regard to</u>, an infrastructure phasing and delivery strategy for strategic sites, major sites where build out will be delivered by different developers or in phases. This strategy must <u>should</u> outline what needs to be provided by when and who will fund and deliver it; <u>and</u> 78. 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 <u>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 necessary improvements. As a minimum, applicants should identify and plan for:</u> • 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;	To clarify that the reference is appropriately phrased To clarify, ensuring that there is no ambiguity for larger, potentially more complex sites To clarify, ensuring there is no unnecessary overlap / inconsistencies within the plan, and with other statutory or regulatory regimes	GMCA 5.1 PQ74 M12.1 Q12.4 M12.1 Q12.5

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
			• 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 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 (1 st 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, <u>legal contracts Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended)</u> , 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

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ Ref
	JP-D2 (para. 2)	390	Modify Policy JP-D2, paragraph 2, as follows: “Applicants should take account of policies in development plans and other relevant documents <u>material considerations</u> when developing proposals and acquiring land.”	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	Appendix A	400-406	Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 1 attached to this schedule.	To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)	GMCA 3.1 PQ19
	Appendix B, Picture B.2	410	Modify Picture B2 to reflect the consequential changes that are required resulting from proposed changes to Green Belt Addition boundaries	To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Green Belt Additions boundaries	M25.1 Q25.2 & M26.1 Q26.1
	Appendix B, Picture B.4	415	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	To clarify, reflecting the changed situation and ensuring that the Plan is up to date	M25.1 Q25.2

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

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

<u>Bolton Core Strategy</u> <u>(2011) - Existing Policy</u>	<u>Replaced by</u> <u>PfE policy/policies</u>	<u>Sections of policy</u> <u>to be superseded</u>
H1 Healthy Bolton	JP-P6	<u>All</u>
A1 Achieving Bolton	JP-P5	<u>All</u>
P1 Employment land	JP-J2, JP-J3 and JP-J4	<u>All</u>
P3.1 Waste hierarchy	JP-S7	<u>All</u>
P5.1 Accessibility by different types of transport	JP-C1	<u>All</u>
P5.2 Accessibility by public transport	JP-C3	<u>All</u>
P5.3 Freight movement	JP-C6	<u>All</u>
P5.4 Servicing arrangements	JP-C7	<u>All</u>
P5.6 Transport needs of people with disabilities	JP-C4	<u>All</u>
P5.7 Transport assessments and travel plans	JP-C7	<u>All</u>

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

Bury Council

Table A.2 Replaced Bury Local Plan Policies

<u>Bury Unitary Development Plan (1997) - Existing Policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of policy to be superseded</u>
EC1 Employment Land Provision	JP-J1	<u>All</u>

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

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

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

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

Manchester City Council

Table A.3 Replaced Manchester Local Plan Policies

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

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

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

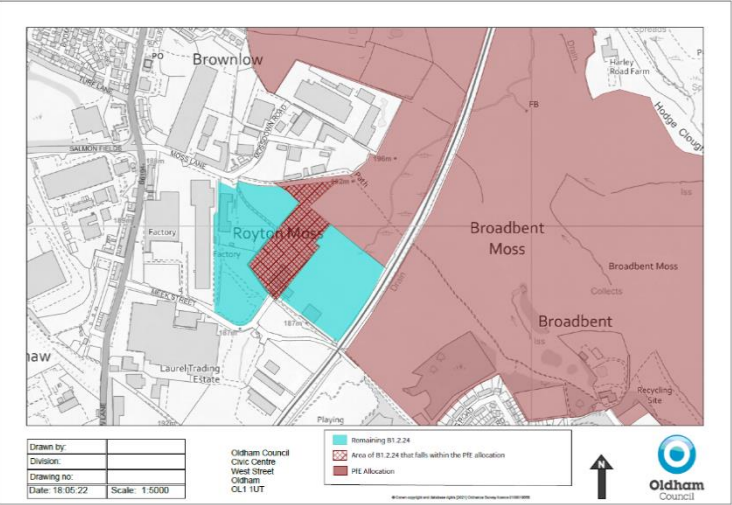
Oldham Council

Table A.4 Replaced Oldham Local Plan Policies

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

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

		<u>Policy requirement f) is superseded by Policy JP-D1.</u> <u>Paragraphs 6.113 to 6.116 of the reasoned justification.</u>
20 Design	JP-P1	<u>The entirety of Policy 20 is superseded by Policy JP-P1</u>
22 Protecting Open Land (Partially)	JPA12, JPA14, JPA15 JPA16 and JP-G10 <u>JPA15 Chew Brook Vale</u> <u>JPA12 Beal Valley</u> <u>JPA14 Broadbent Moss</u> <u>JPA16 Cowlshaw</u>	<u>Policy wording 'The 2006 UDP Policy OE1.8 'Major Developed Site in Green Belt 'will be saved and will be assessed in the Site Allocations DPD' and paragraph 6.140 from the reasoned justification.</u> <u>The following areas of Other Protected Open Land (OPOL) will be de-designated (and their reference removed from paragraph 6.141 of the reasoned justification) as they are included in the boundary of strategic allocations:</u> <u>OPOL 9 – Bullcote Lane, Royton</u> <u>OPOL 10 – Shawside, Shaw (Moss Hey)</u> <u>OPOL 22 – Cowlshaw, Shaw</u> <u>Policy wording 'Development on LRFD will only be granted where it would be acceptable in the Green</u>

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

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

Rochdale Council

Table A.5 Replaced Rochdale Local Plan Policies

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

C1 Delivering the right amount of housing in the right places (Partially)	JP-H1	• <u>'to deliver at least 460 net additional dwellings per year up to 2028' in the first sentence of the policy</u> • <u>- '460' in first sentence of paragraph 8.6 of the supporting text</u>
G1 Tackling and adapting to climate change	JP-S1, JP-S2 and JP-S3	<u>All</u>
G2 Energy and new development	JP-S1, JP-S2 and JP-S3	<u>All</u>
G3 Renewable and low carbon energy developments (Partially)	JP-S1, JP-S2 and JP-S3	<u>Delete the first paragraph of policy G3. The general approach to renewable and low carbon energy developments is more up to date and provided in more</u>

		<u>detail within PfE policies</u>
G4 Protecting Green Belt land	JP-G10	<u>All</u>
G5 Managing protected open land (Partially)	JP-G10	<u>Need to remove the references to existing areas of POL in the policy that are changing as a result of allocations or land going into the Green Belt.</u>

Salford Council

Table A.6 Replaced Salford Local Plan Policies

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

Tameside Council

Table A.7 Replaced Tameside Local Plan Policies

<u>The Tameside Unitary Development Plan (2004)</u> – Existing Policy	Replaced by PFE policy/policies	<u>Sections of policy to be superseded</u>
H1 Housing Land Provision (Partially)	JP-H1	• <u>First paragraph</u> • <u>Second paragraph</u> • <u>The words “and to inform the need for plan review” from end of fifth paragraph</u> • <u>Sixth paragraph</u>
H7 Mixed Use and Density (Partially)	JP-H4	<u>Paragraph (b)</u>
OL1 Protection of the Green Belt	JP-G10	<u>All</u>
OL2 Existing Buildings in the Green Belt	JP-G10	<u>All</u>
OL3 Major Developed Sites in the Green Belt	JP-G10	<u>All</u>
T7 Cycling (Partially)	JP-C5 and JP-C7	<u>Fourth paragraph</u>

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

Trafford Council

Table A.8 Replaced Trafford Local Plan Policies

<u>Trafford Core Strategy (2012) – existing policy</u>	<u>Replaced by PFE policy/policies</u>	<u>Sections of policy to be superseded</u>
SL1 Pomona Island (Partially)	JP-S5	<u>SL1.1 only</u>
SL2 Trafford Wharfside (Partially)	JP-S1 and JP-S3	<u>SL2.1 only</u>
SL5 Carrington (Partially)	JP-S9, JP-S11 and JPA33 JP-Strat 9 JP-Strat11 JP-Allocation33	<u>All</u>
L1 Land for New Homes (Partially)	JP-H1 and JP-H4	<u>L1.2</u> <u>L1.3</u> <u>L1.6</u> <u>L1.7</u> <u>L1.8</u>

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

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

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

Wigan Council

Table A.9 Replaced Wigan Local Plan Policies

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

SD1 Presumption in Favour of Sustainable Development	JP-S1	<u>All</u>
CP1 Health and Wellbeing	JP-P6	<u>All</u>
CP4 Education and Learning	JP-P5	<u>All</u>
CP5 Economy and Environment	JP-J1 and JP-J2	<u>All</u>
CP6 Housing (Partial)	JP-H1	<u>Clause 1 only</u>
CP8 Green Belt and Safeguarded Land	JP-G10 and JP-G11	<u>All</u>
CP9 Landscape and Green Infrastructure	JP-G1 and JP-G2	<u>All</u>
CP12 Wildlife Habitats and Species	JP-G9	<u>All</u>
CP13 Low Carbon Development	JP-S2 and JP-S3	<u>All</u>
CP14 Waste	JP-S7	<u>All</u>
CP15 Minerals	JP-S2 and JP-S7	<u>All</u>