Schedule of Proposed Main Modifications to the Places for Everyone Plan – Issue 4, May 2023

Introduction

This schedule has been prepared by the GMCA (on behalf of the nine Places for Everyone (PfE) districts) following the submission of responses to:

- the Inspectors' Preliminary Questions, Matters, Issues and Questions relating to IN8, IN9, IN10, IN11 and IN14
- Action Points from weeks 1- 4 of the Examination relating to IN17, IN19 (amended 20/02/2023) and IN21
- Action Points from weeks 5- 11 of the Examination relating to IN22, IN24, IN25, IN26, IN27, IN28, IN29, IN30, IN31, IN32, and IN35

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/AP Ref
	Para. 1.20	11	Modify bullet point one of paragraph 1.20,as follows: • "progress the strategic policies in GMSF 2020, for example net zero carbon development, affordable housing, ~~and~~ space and ~~accessibility~~ 'accessible and adaptable' standards as set out in Part M4 (2)of the Building Regulations for new housing"	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36
	Para. 1.26	12	Modify paragraph 1.26, as follows: "This is our plan for sustainable growth in the nine boroughs, it: • sets out how they should develop ~~up to the year 2037~~ for the years 2022-2039; • provides the strategic framework for local plans; • sets specific requirements to be taken forward in local plans ~~identifies the amount of new development that will come forward~~ in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused; • sets out policies to inform the preparation and determination of planning applications; • identifies the important environmental assets which will be protected and enhanced; • allocates sites for employment and housing outside of the urban area; • supports the delivery of key infrastructure, such as transport and utilities; • defines a new Green Belt boundary for the nine boroughs."	To ensure that there is no ambiguity and clarify the role of the Plan in relation to local plans and neighbourhood plans.	M1.1 Q1.9 GMCA11.1 AP5

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	Para. 1.26 Para. 1.34 Para. 1.36 Para. 1.42 Para. 3.3 Para. 4.26 Para. 4.29 Para. 4.32 Para. 4.41 Para. 4.50 Para. 4.56 JP-Strat10 JP-Strat11 JP-J3 Para. 6.23 Figure 6.2 Para. 6.25 and Table 6.1 Policy JP-J4 Para. 6.32 Figure 6.3 Para. 6.34 Table 6.2 Figure 7.1 Table 7.1 Para. 7.19 Policy JP-H1	12 14 14 15 37 51 54 54 59 62 65 72 73 113 114 115 115-116 117 118 119 119-120 121 128 130 132 132	Consequential Main Modifications at these locations within the Plan, to reflect the altered PfE Plan period.	Necessary consequential changes arising out of the change to the Plan Period	GMCA9 SQ1.12 GMCA11.1 AP5

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	Table 7.2 Figure 11.1 JPA1.1 Para. 11.21 JPA3.2 JPA7 JPA14 JPA33 Table 12.1	133 218 225 228 246 262 285 357 392			
	Para. 1.34	14	Modify paragraph 1.34 as follows: "Through this plan we are looking to create more favourable conditions for growth by providing sites for advanced manufacturing, digital and tech jobs in areas where the urban land supply cannot support the scale or quality of development required. In response to comments received both in 2016 and further in 2019, the amount of employment land identified in the PfE Plan area, ~~up to 2037~~ for the years 2022 – 2039 has been significantly reduced since the 2016 GMSF (by approx. 40%) to keep the release of Green Belt to a minimum and in order that the level of employment growth broadly correlates with our new housing requirement for Greater Manchester. Several of the sites are large in scale and will be partially delivered beyond ~~2037~~ 2039. ~~We have also identified a potential growth area in north east Oldham as a Broad Location rather than an allocation to provide flexibility for the future.~~	Required as a result of the change to the plan period. Consequential change to ensure a justified and unambiguous plan	GMCA11.1 AP5 GMCA 21 AP14

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	Para. 1.36	14	Modify paragraph 1.36 as follows: "A key objective of the Places for Everyone Plan is to meet our Local Housing Need – using the Government's standard methodology this equates to ~~almost 165,000~~ just over 175,000 homes over the plan period (~~2021-2037~~ 2022 -2039).	Required as a result of the change to the plan period.	GMCA11.1 AP5
	Para. 1.42	15	Modify paragraph 1.42 as follows: "The majority of development between ~~2021~~ 2022 and ~~2037~~ 2039 (the "plan period") will be on land within the urban area, most of which is brownfield land. Within the plan period around 90% of housing, ~~99%~~ 98% of offices and ~~47%~~ 51% of industrial and warehousing development is within the urban area.	Required as a result of the change to the plan period.	GMCA11.1 AP5
	Para. 1.57	17	Modify paragraph 1.57, as follows: "The Places for Everyone Plan is the strategic spatial plan for our nine boroughs and as such sets out our planning policy framework. All policies within the plan are "strategic policies". It is being prepared as a Joint Development Plan Document of the nine local planning authorities. Once the Places for Everyone Plan is adopted it will form part of the relevant authority's development plan. As such local plans will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies. Local plans will be expected to look ahead a minimum period from their adoption, in line with national policy. In the event that a local plan looks beyond 2039, the minimum requirement figures set out in Policies JP-J3, JP-J4 and JP-H1 should be used to inform local plan target(s). ~~It is a strategic plan and does not cover everything that a district local plan would. Districts will continue to produce their own Local Plans, setting out more~~	To ensure that there is no ambiguity and clarify the role of the Plan in relation to local plans and neighbourhood plans. To clarify that any strategic policies in local plans will be expected to look ahead a minimum period from their adoption in line with national policy, and to clarify how the requirements would	M1.1 Q1.9 GMCA11.1 AP4 IN35 AP137

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			~~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. "~~ [Move to new paragraph 1.58]	be used in local plan preparation	
	Para. 1.57	17	Add the following text to the end of para 1.57, as follows: "Due to the presence of the Peak District National Park in the eastern part of the borough of Oldham, it should be noted that the Places for Everyone Plan covers the whole of the borough of Oldham **except** that part which falls within the Peak District National Park. Developments within the National Park should refer to Development Plan Documents prepared by the Peak District National Park Authority."	To clarify that part of Oldham Borough is within the Peak District National Park and that that area is not subject to policies in the Plan but rather subject to the Peak District National Park development plan	GMCA 3.1 PQ44
	Figure 2.1 Picture 2.2 Figure 3.1 - Key Diagram Figure 5.1 Picture 5.2 Figure 6.1 Figure 6.2 Figure 6.3 Figure 7.1 Figure 8.1 Figure 8.2 Figure 8.3 Figure 8.4	24 33 38 91 98 111 115 119 128 145 149 150 152	Consequential changes to various maps and diagrams throughout the Plan to make it clear that the area of Peak District National Park, lying within Oldham, is excluded from the jurisdiction of the PfE Plan	To clarify that part of Oldham Borough is within the Peak District National Park and that that area is not subject to policies in the Plan but rather subject to the Peak District National Park development plan	GMCA 3.1 PQ44

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	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)	163 168 195 218 220 276 410 466			
	Para. 1.58	18	Delete paragraph 1.58, as follows: "~~Once the Places for Everyone Plan is adopted it will form part of the relevant authority's development plan. The evidence that underpins the Places for Everyone Plan will also inform district level plans. "~~ Replace with new paragraph 1.58, as follows: "The evidence that underpins the Places for Everyone Plan will also inform district level plans but, as ~~It is~~ a strategic plan it ~~and~~ does not cover everything that a district local plan would. Districts will continue to produce their own Local Plans, setting out more detailed policies including both strategic and non-strategic policies, as appropriate, reflecting local circumstances. Appendix A sets out the policies in the relevant GM district local plans which will be replaced by the Places for Everyone Plan."	To ensure that there is no ambiguity and clarify the role of the Plan in relation to local plans and neighbourhood plans	M1.1 Q1.9

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	Para. 3.3	37	Modify paragraph 3.3 as follows: “Figure 3.1 'Key Diagram' illustrates the Plan's spatial strategy, showing the locations that will be the main focus for development up to ~~2037~~2039.”	Required as a result of the change to the plan period	GMCA11.1 AP5
	Figure 3.1 - Key Diagram	38	The Key Diagram, Figure 3.1: Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan See Annex 3	To clarify and ensure effectiveness of the Key Diagram	GMCA11.1 AP8
	Para 4.11	43	Modify by adding the following to paragraph 4.11, as follows: “4.11 Development will need to be undertaken at an appropriate density and with suitable provision for green infrastructure. Securing higher densities in the most accessible locations will help to maximise the ability of people to travel by walking, cycling and public transport, and reduce reliance on the car. Unless specified, the terms “accessible” and “accessibility” refer to being able to reach, approach or enter a location, making the most efficient use of land resources, delivering a sustainable pattern of development, reducing the need to travel by unsustainable modes and increasing the proportion of trips made by walking, cycling and public transport. In relation to places or services, it means accessible to all, inclusive of people with disabilities and particular mobility requirements. The term “access” is used in accordance with the dictionary definition “to enable the means or opportunity to approach or enter a place. “	To clarify, removing any ambiguity in the use of the terms “access”, “accessible” and “accessibility”	GMCA24 AP36

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	Para. 4.20	48	Modify by inserting additional wording in paragraph 4.20, as follows: "This approach is summarised in Figure 4.1 'Spatial Strategy' and explained in more detail in the rest of this chapter. The figures (4.1 to 4.8) and Picture 4.2 provide an illustrative representation of key aspects of policies JP-Strat 1 to JP-Strat11. They assist both further plan making and decision makers considering planning applications by providing additional visual context for the policies. The transport infrastructure improvements shown in Figures 4.4; 4.5; 4.6; 4.7; 4.8; and Picture 4.2 are for illustrative purposes only. There is a comprehensive list of indicative transport interventions for the delivery of allocations in Appendix D. The 2040 Transport Strategy [09.01.01] and Five Year Delivery Plan [09.01.02] set out the transport interventions and policies important to improving the transport network and helping to deliver more sustainable growth across GM as a whole"	To clarify the illustrative purpose of the diagrammatic maps with key aspects within Plan, including a consequential change as a result of modifications to JP-C7 and to confirm the status of the transport infrastructure improvements.	M5.1 Q5.2 AP85
	Para. 4.22	49	Modify by inserting a new paragraph after 4.22 as follows: "The Policies within this Chapter establish the overall spatial strategy for the Plan. In addition, Policies JP-Strat1 to JP-Strat11 provide a strategic framework for local plans."	To clarify that the status of policies JP-Strat1 to JP-Strat11 is not to set out specific requirements to be taken forward in local plans or to inform the preparation and determination of planning applications	GMCA8 SQ5.3

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	JP-Strat1 (2nd para.) and para. 4.26	51	Modify Policy JP-Strat1 (2nd para) and at the beginning of paragraph 4.26, as follows: Policy JP-Strat1, second paragraph "Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. These homes will be supported by necessary green spaces and social infrastructure and will be of an appropriate design. ~~In total sufficient land has been identified in the Core Growth Area for almost 98,000 new homes.~~" Paragraph 4.26 "In total sufficient land has been identified in the Core Growth Area for almost 69,000 new homes. Development within the City Centre and the Quays will…"	To clarify that reference to the available land supply is moved from Policy JP-Strat1 to the reasoned justification at paragraph 4.26 in order to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Core Growth Area Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA 4.1 PQ48 GMCA11.1 AP11
	JP-Strat1 (2nd & 3rd paras.)	51	Modify Policy JP-Strat1 (2nd para) and at the beginning of paragraph 4.26, as follows: "Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. ~~These homes will be supported by necessary green spaces and social infrastructure and will be of an appropriate design.~~ Infrastructure provision will support the growth and continued capacity of the Core Growth Area ~~having particular regard to~~	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12

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			~~the Greater Manchester Transport Strategy 2040 refresh and accompanying Delivery Plans~~."		
	JP -Strat2 (1st para.)	52	Modify Policy JP-Strat2 (first paragraph), as follows: "The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded ~~considerably by a range of high density new homes, supported by necessary infrastructure~~. Development will generally be high density. It ~~Development~~ will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty."	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12
	JP-Strat1 (Fig 4.2		Modify Figure 4.2 to show the geographical extent of the Core Growth Area. Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan	To clarify geographical extent of the Core Growth Area as illustrated on Fig 4.2.	GMCA21 AP10
	JP-Strat2 (4th para.) and para. 4.29	52	Modify Policy JP-Strat2 (fourth paragraph) and paragraph 4.29, as follows: Policy JP-Strat2 City Centre, fourth paragraph "~~Over the period 2020-2037, land to accommodate around 2,200,000 sqm of office floorspace, around 56,000 new dwellings and minimal industry and warehousing (just over 35,000 sqm) has been identified within the City Centre.~~" Paragraph 4.29	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	GMCA 4.1 PQ49

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			"Although there is already a very high level of activity within the City Centre, the area has significant development potential and will be the largest source of new jobs and homes in Greater Manchester over the next few decades. Over the 2022-2039, land to accommodate around 1,700,000 sqm of office floorspace, around 54,000 new dwellings and minimal industry and warehousing (just under 38,000 sqm) has been identified within the City Centre. The City Centre offers significant opportunity to maximise the use of previously developed land. It will enable the delivery of a range of…"	to deliver the ambitions of the spatial strategy for the City Centre Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5 GMCA21 AP11
	JP-Strat2 (Fig 4.3)	53	Modify Policy JP-Strat 2 Fig 4.3 to show that Salford Quays is not part of the City Centre Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan	Figure 4.3 to clarify that Salford Quays does not form part of the City Centre	GMCA21 AP10
	JP-Strat3	54	Modify Policy JP-Strat3, as follows: "The Quays will continue to develop as an economic location of national significance, characterised by a wide mix of uses. Its business, housing, leisure and tourism roles will all be significantly expanded, in a mutually supportive way, reinforcing the area's interest, vibrancy and unique identity ~~to reduce levels of unemployment and poverty in our communities~~. Development will generally be high density. The high environmental quality of the Quays (including its public realm, green infrastructure, wildlife sites and heritage assets) will be protected and enhanced as one of its essential distinguishing features, and excellent, distinctive design will continue to be a priority.	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12

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			……. ~~The new homes will be a range of high density homes, close to major sources of jobs and education, supported by the necessary infrastructure and amenities.~~ Major improvements in accessibility by public transport, cycling and walking will be sought, including much better links to key rail stations and greater connectivity with the City Centre."		
	JP-Strat3 (2nd para) and para. 4.32	54	Modify Policy JP-Strat3 (Second paragraph) and Paragraph 4.32, as follows: Policy JP-Strat3 The Quays, Second paragraph "~~Over the period 2020-2037, land to accommodate around 192,000 sqm of office floorspace, around 12,500 new dwellings and minimal industry and warehousing (around 6,000 sqm) has 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 2022-2039, land to accommodate around 155,000 sqm of office floorspace, around 12,200 new dwellings and minimal industry and warehousing (around 6,000 sqm) has been identified within the Quays</u>. It offers significant opportunity to maximise the use of	To clarify that reference to the available land supply is moved from Policy JP-Strat3 to the reasoned justification at paragraph 4.32 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Quays Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA 4.1 PQ50 GMCA21 AP11

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			previously developed land by delivering large scale residential development close to a major source of jobs, education…"		
	JP-Strat 3 (Fig 4.4)	55	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan	GMCA21 AP10
	JP-Strat4	56	Modify Policy JP-Strat4, as follows: "Port Salford will be developed as an integrated tri-modal facility, with on-site canal berths, rail spur and container terminal as essential elements of the scheme. The overall facility will provide around 500,000 sqm of employment floorspace. This will include an extension of the permitted scheme onto land to the north and west of Barton Aerodrome, as allocated under Policy JP Allocation 29 'Port Salford Extension'. The development of Port Salford must <u>be delivered together with</u> ~~ensure that~~ necessary transport infrastructure ~~is delivered~~, including highway improvements to accommodate the likely scale of traffic generation, in a way that is compatible with <u>committed</u> proposals for the enhancement of the wider motorway network and the provision of appropriate sustainable travel opportunities to meet the needs of the employees accessing the site. <u>The growth of Port Salford will be managed to reflect the creation of additional capacity in the transport</u>	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12

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			network and in accordance with the requirements of policy JPA29."		
	JP-Strat4 (Fig 4.5)	53	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan	To clarify, ensuring that the policy is justified and provides an effective framework for local plans	GMCA21 AP10
	JP-Strat5	58-59	Modify Policy JP-Strat5, as follows: "The continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. High levels of ~~well-designed~~ new development will be accommodated in this highly accessible and sustainable location~~, prioritising the use of previously developed land~~. New development will be ~~of high quality,~~ predominantly~~,~~ residential ~~(in providing~~ a mix of size, type and tenure~~). It will be supported by necessary infrastructure, including high quality open space and improved access to the wider green infrastructure network, together with improved transport and social infrastructure.~~ ~~Where a mix of uses is being proposed, it will seek to protect the amenity of existing and new residents and it will seek to protect and enhance the location's historic and natural environment and assets~~.	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12

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			~~New development~~ and will be integrated with existing communities, enhancing the quality of places and their local character~~, including through good quality design, enhanced green infrastructure (and access to it) and improvements in air quality~~. Infrastructure provision will facilitate the growth and continued capacity of the Inner Area, including high quality open spaces and improved access to the wider green infrastructure network.~~"~~		
	JP-Strat5 (last para.) and para. 4.41	58-59	Modify Policy JP-Strat5 (last paragraph) and the reasoned justification at paragraph 4.41, as follows: Policy JP-Strat 5 Inner Areas (last paragraph) "~~Over the period 2020-2037, land to accommodate around 270,000 sqm of office, around 132,000 sqm of industry and warehousing and around 30,000 new dwellings has been identified within the inner areas.~~" Reasoned justification text, paragraph 4.41 "Increasing housing provision in the inner areas would enable more people to access easily the opportunities of the Core Growth Area by walking, cycling and public transport and thereby reducing the need to travel. Maintaining a good supply of affordable housing will be especially important, helping to reduce travel costs for those on lower incomes who need access to the Core Growth Area for employment and services. Over the period 2022-2039, land to accommodate around 175,000 sqm of office, around 86,500 sqm of industry and warehousing and around 35,000 new dwellings has been identified within the inner areas."	To clarify that reference to the available land supply is moved from Policy JP-Strat5 to the reasoned justification at paragraph 4.41 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Inner Areas Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA 4.1 PQ55 GMCA11.1 AP5 GMCA21 AP11

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	Para. 4.43	59	Modify the first sentence of paragraph 4.43, as follows: "Over recent years, the northern areas of Greater Manchester, namely Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford, have seen relatively low levels of growth overall compared to other parts of the city region, and this is forecast to continue."	To clarify, identifying the areas covered by policy JP-Strat6	GMCA21 AP13
	JP-Strat6	60-61	Modify Policy JP-Strat6, as follows: "A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable previously-developed ~~prioritising the re-use of~~ (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying ~~increasing~~ the ~~mix, type, quality and range of~~ residential offer. This will be complemented by ~~improvements to transport connectivity and the selective release of Green Belt and previously safeguarded land in key locations~~ the allocation of sites for development identified in Chapter 11 of this plan, that will help to boost economic opportunities and diversify housing provision ~~(GM-Strat7 and GM-Strat8).~~ Improving transport connections and accessibility by public transport, cycling and walking will be a priority to ensure access to key employment opportunities. In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation. ~~Development in this location will be of good quality and design, supported by the necessary infrastructure and amenities including improved access to green spaces.~~	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design. Also, by referring to the Green Belt changes being as those set out in chapter 11 and focussing on making as much use as possible of suitable previously-developed (brownfield) land through urban regeneration	GMCA21 AP12 & AP13

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			~~Development in this location, particularly that on land which is being proposed to be released from the Green Belt, will seek to identify opportunities to protect and enhance the natural and historic environments to improve the local character.~~		
	Para. 4.49, Figure 3.1 & Picture 4.2	61 38 63	Modify the reasoned justification to Policy JP-Strat7 at paragraph 4.49, as follows; "…There are ~~two~~ three major sites where land is removed from the Green Belt through this Plan, as well as significant development on land outside the Green Belt through the completion of the Kingsway Business Park. ~~In addition, a further opportunity for the expansion of the economic and residential offer is identified in the High Crompton Broad Location, an area that will remain in the Green Belt until such a time as the review of this Plan and / or the Oldham Local Plan can demonstrate that it is necessary.~~ Developments in this location are not reliant on each other. The Northern Gateway site is of a transformative scale in its own right, but collectively they have the potential to significantly change the economic growth potential of the wider area". Consequential changes will also be made to Figure 3.1 Key Diagram and Picture 4.2 North-East Growth Corridor to remove references to the High Crompton Broad Location. Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan	To clarify, ensuring that the policy is justified and provides an effective framework for local plans	GMCA21 AP10 AP14
	Para. 4.49	61	Modify by inserting a new paragraph after 4.49, as follows:	To clarify, ensuring consistency with the	GMCA71 AP93

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			"The potential for this location to deliver transformative change has led to the formal designation of the Atom Valley Mayoral Development Zone (MDZ) covering the three key areas for growth at the Northern Gateway (JPA1.1 and JPA1.2), Stakehill (JPA2) and Kingsway Business Park (including the proposed Advanced Machinery and Productivity Institute). The designation of the Atom Valley MDZ provides a clear mechanism to align public and private sector investment and ensure that there is commitment to the principle to delivering inclusive and sustainable growth across the three sites and adjoining towns."	modified Policy JP-Strat7 so that the Plan is fully justified	
	JP-Strat7 (2nd para.) and para. 4.50	62-63	Modify Policy JP-Strat7 (second paragraph) and the reasoned justification at paragraph 4.50, as follows: Policy JP-Strat7 North East Growth Corridor, second paragraph "~~Over the period 2020-2037, land to accommodate almost 1 million sqm of new employment floorspace and around 19,000 new dwellings has been identified within the whole Growth Corridor.~~" Paragraph 4.50 "...Thirdly, it includes opportunities for large-scale development which together will have the critical mass to enable major investment in infrastructure and attract high quality businesses, jobs and housing. Land to accommodate almost one and a half million sqm of new employment floorspace and around 20,000 new dwellings has been identified in the north east growth corridor. Collectively, these factors will ensure that the area has the ability to make a major contribution to the overall,	To clarify that reference to the available land supply is moved from Policy JP-Strat7 to the reasoned justification at paragraph 4.50 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the North East Growth Corridor Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5 GMCA21 AP11

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			inclusive growth of Greater Manchester, as well as specifically helping to improve the performance of the northern areas of the city region."		
	JP-Strat7	62-63	Modify Policy JP-Strat7, as follows: "Lying within the area and policy framework covered by JP-Strat 6, the North-East Growth Corridor, which extends eastwards from Junction 18 of the M62 and incorporates the Atom Valley MDZ, will deliver a nationally-significant area of economic activity ~~and growth~~ . This ~~which~~ will be supported by a significant increase in the residential offer ~~in this location, including in terms of type, quality and mix,~~ thereby delivering truly inclusive growth over the lifetime of the Plan. Specifically this Plan allocates ~~two~~three major sites within the area~~, and makes associated changes to the Green Belt boundaries,~~ as identified in Chapter 11 to support this growth: • Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)' • Policy JP Allocation 1.2 'Simister and Bowlee (Northern Gateway)' • Policy JP Allocation 2 'Stakehill' ~~In addition to these twothree allocations, there is considered to be a potential opportunity for further expansion of the economic and residential offer in the eastern most part of this key gateway location. As such the Key Diagram identifies the~~	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12 GMCA71 AP93

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			~~High Crompton Broad Location. The land will remain in the Green Belt until such time that a review of this Plan and / or the Oldham Local Plan can demonstrate that it is necessary. The opportunity presented by the High Crompton Broad Location would serve to meet future employment and housing needs and demand of businesses and local communities in this part of the conurbation well beyond the end of the Plan period~~. ~~Well designed, sustainable development at this Broad Location would diversify further the employment and housing offer in Oldham by ensuring truly inclusive growth could be achieved which would help to reduce further the levels of deprivation and poverty.~~ ~~The development of the area must ensure that necessary infrastructure is delivered to accommodate the likely scale of development.~~"	To clarify, ensuring that the policy is justified and provides an effective framework for local plans	GMCA21 AP14
	JP-Strat8	65	Modify Policy JP-Strat8, (2nd and 4th para) as follows: New highway infrastructure ~~will~~ <u>is intended to</u> connect Junction 26 of the M6 and Junction 5 of the M61 including public transport provision. Measures to improve the provision of bus services and to increase the use of rail lines <u>are also planned</u>, ~~will be implemented,~~ potentially including a Wigan to Bolton Quality Bus Transit corridor, conversion of the Atherton line to allow for metro/tram-train services, and the electrification of the Bolton to Wigan line. ~~The majority of this new development will be on previously-developed land, within the urban area. However, in order to~~	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12 & AP17

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			~~meet the overall spatial strategy,~~ Specifically this Plan allocates the following sites as identified in Chapter 11, ~~within the area, and makes associated changes to the Green Belt,~~ to ~~further~~ support the success of the growth corridor …		
	JP-Strat8 (3rd para.) and para. 4.56	64-65	Modify Policy JP-Strat8 (third paragraph) and paragraph 4.56, as follows: Policy JP-Strat8, third paragraph "~~Over the period 2020-2037, land to accommodate just over 1milion sqm of new employment floorspace and approximately 13,000 new dwellings has been identified within the area.~~" Paragraph 4.56 "There are numerous development sites already identified along this corridor, including some major brownfield sites such as those to the north of Leigh, south of Hindley and at Westwood Park. However, in order to maximise the contribution of this corridor to boosting the competitiveness of the northern areas, support the economic prospects of Wigan and Bolton, and maximise the benefits of new transport infrastructure, there is also selective release of land from the Green Belt for employment and housing development. Over the period 2022-2039, land to accommodate just over 1 million sqm of new employment floorspace and approximately 13,600 new dwellings has been identified within the area."	To clarify that reference to the available land supply is moved from Policy JP-Strat8 to the reasoned justification at paragraph 4.56 to demonstrate that sufficient land is available to deliver the ambitions of the spatial strategy for the Wigan- Bolton Growth Corridor Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA 4.1 PQ60 GMCA11.1 AP5 GMCA21 AP11
	JP-Strat8, (final para, 2nd bullet point) and para. 4.57	64-65	Modify Policy JP-Strat8, final paragraph, 2nd bullet point and paragraph 4.57, as follows: "In addition, the following will also be supported: …The development of ~~land at Bolton Royal Hospital~~ a health	To clarify that the references are appropriately phrased particularly in respect of emerging proposals for	M5.1 Q5.11

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			innovation cluster, including a health village on land at Royal Bolton Hospital." Paragraph 4.57: "There are two significant assets at the eastern end of this growth corridor. Hulton Park is the proposed site for a Ryder Cup golf course and the Royal Bolton Hospital is a significant employer and the site of the Bolton College of Medical Sciences. ~~The~~ Further development of land at the hospital will enable its evolution and provide additional opportunities, including new health technology related activities, which would benefit from this location, alongside new housing development. The identification of land for further development in this location will be dealt with through the Bolton Local Plan or equivalent Development Plan Document following the adoption of Places for Everyone. The corridor also benefits from… "	the land at Royal Bolton Hospital and that the identification of land for further development at Royal Bolton Hospital will be taken forward through the Bolton Local Plan or equivalent Development Plan Document following the adoption of Places for Everyone.	
	Figure 4.6	66	Modify Figure 4.6, to include: "Health Innovation Bolton" (centred on the hospital site). Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan	To clarify the relationship of Figure 4.6 with policies within the Plan	GMCA21 AP10
	JP-Strat9	68	Modify Policy JP-Strat 9, 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~~ making as much use as possible of suitable previously developed ~~of~~ (brownfield) land and promoting the roles of the areas' town centres and its other key assets, including education and	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12 & AP18

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			training facilities enabling people to gain access to employment opportunities. ~~There will be an increase in the mix, type, quality and range of residential offer and a strengthening of its economic role. This will be complemented by improvements to transport connectivity, local character and the selective release of Green Belt in key locations~~ aAs identified in Chapter 11 ~~of this Plan~~ a number of sites have been specifically allocated through this Plan in support of the area's future growth. The economic potential of, and benefits of investment in Altrincham, Trafford's Main Town Centre and Manchester Airport, along with associated transport infrastructure will be maximised. There will be an emphasis on improving transport connections and accessibility by public transport, cycling and walking, ensuring access to key employment opportunities in this area. ~~Development in these areas will contribute to reducing poverty and will be inclusive.~~ ~~Development in these locations will be of good quality and design, supported by the necessary infrastructure and amenities and will seek to identify opportunities to protect and enhance the natural and historic environments and to improve the local character.~~"		
	JP-Strat10	70-71	Modify Policy JP-Strat10, as follows: "Lying within the area and policy framework covered by JP-Strat 9 this policy seeks to maximise the benefits of the continued operation and sustainable growth of Manchester	To ensure unambiguous and clear policies	GMCA21 AP12

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			Airport and its surrounding locality. Development which is in line with: • Government policy and • Manchester's Local Plan policies ~~and~~ ~~• Manchester Airport Group's Corporate Social Responsibility Strategy~~ … This Plan allocates three sites near the airport~~, and makes associated changes to the Green Belt boundaries,~~ as identified in Chapter 11 to support these developments: • Policy JP Allocation 3.1 'Medipark' • Policy JP Allocation 3.2 'Timperley Wedge' • Policy JP Allocation 10 'Global Logistics'.”		
	JP-Strat10 (1st para.) and para. 4.67	69	Following proposed deletion of reference to Manchester Airport Group’s Corporate Social Responsibility Strategy from JP-Strat 10 Manchester Airport, delete part of reasoned justification at paragraph 4.67, as follows: 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~~	To clarify that the Corporate Social Responsibility Strategy is not a formal planning document, therefore it has no planning status as such.	M5.1 Q5.13

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			~~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~~…"		
	JP-Strat10 (3rd para.)	71	Modify Policy JP-Strat10, third paragraph, as follows: "1. Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing space <u>(See Policy JP Allocation 10 'Global Logistics' and Manchester Local Plan);</u> 2. Continuing to develop Medipark and Roundthorn Industrial Estate as a health and biotech cluster, taking advantage of the research strengths of the adjacent Wythenshawe Hospital and 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~~ <u>1800</u> new homes to the west	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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			of the M56 at Timperley Wedge, up to ~~2037~~2039 (See Policy JP Allocation 3.2 'Timperley Wedge); 5. Providing sufficient development opportunities to take full advantage of the introduction of HS2 and NPR into this location."	Required as a result of the change to the plan period.	GMCA11.1 AP5 GMCA21 AP11
	Figure 4.7	72	Modify figure 4.7 to change '~~Airport City South~~' to 'Global Logistics'. And to change '~~Bus Rapid Transit~~' to 'Bus Priority'. Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan	To clarify that the reference is appropriately phrased	GMCA21 AP10
	JP-Strat11, (1st para.)	73	Modify Policy JP-Strat11, first paragraph, as follows: "Lying within the area and policy framework covered by JP-Strat 9 this policy seeks to deliver a significant mixed use development. Overall, around 5,000 new dwellings ~~Over the period 2020-2037 land to accommodate around 4,300 dwellings~~ and 350,000 sqm of employment floorspace ~~has been identified and~~ will be delivered together with a new local centre.	To clarify the full amount of development expected to be delivered in the New Carrington area.	GMCA85 AP133
	JP-Strat11(2nd para)	73	Modify Policy JP-Strat11, as follows: "New development will be fully integrated with the existing communities of Carrington, Partington and Sale West, enhancing the quality of places and their local character~~, including through good quality design, enhanced green infrastructure (and access to it)~~ and ensuring that maximum regeneration benefits are secured.	To clarify, ensuring consistency of approach across the strategic policies in relation to general matters such as infrastructure provision and quality of design	GMCA21 AP12
	JP-Strat 11 (Fig 4.8)	74	Modify to clearly illustrate the strategy and, as necessary, to take account of modifications in the plan	To clarify, ensuring that the policy is justified and	GMCA21 AP10

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				provides an effective framework for local plans	
	JP-Strat12 (4th para.) & paras. 4.74 and 4.77	74-75	Modify the 4th paragraph of Policy JP-Strat12 and paragraphs 4.74 and 4.77, as follows: "~~A new town centre is proposed for designation at Salford Quays in the Publication Draft Salford Local Plan: Development Management Policies and Designations. Should that designation become part of Salford's Adopted Local Plan, development in that location will be subject to this policy.~~" "Para. 4.74 We have ~~seven~~ eight main town centres: Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Salford Quays and Wigan. They are immensely important to their host districts, and Greater Manchester as a whole, as a source of local identity and pride, the prime location for shops and services, and a major supply of employment and leisure opportunities. They are complemented by a diverse collection of smaller town centres and local centres across the nine districts." "Para. 4.77 ……. The main town centres offer the opportunity to provide a more affordable alternative to the City Centre ~~and the Quays~~, both for businesses to locate and skilled workers to live, whilst providing excellent access to services and facilities. The public transport corridors into the main town centres will also have an important function, especially as a location for new housing, further increasing the number of people with easy access to town centre facilities by sustainable modes of transport."	To clarify, reflecting the status of Salford Quays town centre	GMCA23 AP64

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	JP-S1 (2nd para.)	82	Modify the second paragraph of Policy JP-S1, as follows: "In preparing plans, ~~P~~preference will be given to making as much use as possible of suitable~~using~~ previously-developed (brownfield) land and vacant buildings to meet development needs."	To clarify, ensuring effectiveness and consistency with national policy	GMCA21.1 AP19
	Para. 5.7	83	Modify by deleting bullet point 3 from paragraph 5.7, as follows: • ~~Measures that will be taken to future proof the city region to mitigate environmental challenges, including climate change Policy JP-S 4 'Resilience';~~	To clarify by removing reference the deleted policy JP-S4	GMCA21.1 AP22
	Paras. 5.9 - 5.10	84	Modify by inserting a new paragraph to the reasoned justification to Policy JP-S2 between 5.9 and 5.10, as follows: "Local Area Energy Plans have been developed by the PfE districts in collaboration with the GMCA and Energy Systems Catapult (ESC). The Local Area Energy Plans are being funded by BEIS and are consistent with Government policy: (footnote) https://www.gov.uk/government/consultations/proposals-for-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."	To clarify the application of Local Area Energy Plans within the reasoned justification as a tool being used by districts to better co-ordinate energy across the city-region in strategic plan-making and as part of delivering a carbon neutral Manchester.	GMCA21.1 AP20b
	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 within residential developments."	To clarify which elements are relevant for residential development.	M6.1 Q6.6

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ/AP Ref</th></tr>
<tr><td></td><td>Table 5.1 &Footnote 25 / 26</td><td>85</td><td>Modify Table 5.1 including the heading, as follows:
“Table 5.1 Targets for Reducing Energy Demand and Onsite Renewable Energy Generation <u>within residential developments</u>.”

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

Flats (25kWh/m2)</td><td>20% energy demand reduction <u>in the total heat required for water heating</u> ~~(compared to Part L 2013)~~</td><td>*Photovoltaic installation: 20% ground floorspace</td></tr>
<tr><td>2025 - onwards</td><td>Houses (20kWh/m2)

Flats (15kWh/m2)</td><td>^20% energy demand reduction <u>in the total heat required for water heating</u> ~~(compared to Part L 2020)~~</td><td>*Photovoltaic installation: 40% ground floorspace</td></tr>
<tr><td>*Ground floorspace used as a proxy for</td><td></td><td></td><td></td></tr>
</table></td><td>To clarify which elements are relevant for residential development

Modifications are required to Table 5.1 to update the targets for reducing energy demand and on-site renewable energy generation following the update of Part L of Building Regulations in December 2021 and consequential modifications to the footnotes 25 and 26.</td><td>M6.1
Q6.6

GMCA21.1
AP20f</td></tr>
</table>

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			available roof area. |		
			^will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded. |		
			Footnote 25 As calculated within SAP 10.2 ~~2012~~, Space Heating Requirement (Box99~~8~~ or equivalent at later SAP versions). It does not take into account the efficiency of the space heating system. It is based on a fabric first approach (insulation and airtightness) [26]Reduction in expected DHW grid energy demand compared to the Part L concurrent notional building. Takes into account the efficiency of the domestic hot water generating system, on-site energy generation and direct use, and any other passive hot water energy recovery systems installed, ~~as~~ as shown in Calculation Reference 62 in SAP10.2.		

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	Paragraph 5.15		~~5.15 Unregulated emissions (e.g. those associated with plug loads/ appliances) are expected to be assessed as part of the requirement to meet 'net zero carbon' in operation from 2025 onwards.~~ 5.15 In calculating carbon emissions from 2025, 'unregulated' emissions (eg. those associated with cooking and small appliances) should be assessed, in addition to 'regulated' emissions.	To clarify the approach to different timescales for how net zero will be achieved	AP136
	Para. 5.16	86	Modify paragraph 5.16 of the reasoned justification as follows: "5.16 By following […]. The Mayor of Greater Manchester ~~is~~ has developed~~ing~~ the Greater Manchester~~an~~ Environment Fund, which will provide a mechanism for carbon offset payments to be made. Districts may also set up their own carbon off-setting schemes and set their own carbon price. District carbon off-set funds will need to be ring-fenced and used effectively to support local carbon reduction projects and programmes (such as retrofitting existing properties with energy efficiency measures).	To clarify how and when carbon offsetting payments would be sought and used.	GMCA21.1 AP20d &AP136
	Para. 5.19	86	Modify the reasoned justification, following paragraph 5.19, as follows: "Under amendments to the Building Regulations, the Government has introduced new requirements for installing electric vehicle charge points in new homes, new non-	To modify criterion 8b and/or supporting text to clarify that the expectation for the number of EV charging points to be provided in	GMCA 21.1 AP20e

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			residential buildings, and when some buildings are renovated. New developments will need to meet the requirements set out in Part S of the Building Regulations, unless superseded by relevant Local Plan policies. The provision of adequate electric vehicle charging points in new development also involves a number of considerations including: i. The type of development which will influence the EV user profiles, the vehicle dwell times and the charging behaviour all of which will determine the type of points (fast or rapid or a mix of both) and the management arrangements required. ii. The physical location and design of EV charge points within a development to ensure that they are sensitively located and do not negatively affect the street scene, pedestrian and cyclist amenity or access, particularly for people with a disability. Design should also consider the needs of disabled EV drivers. iii. Potential for EV Car Club requirements which also relates to the type of development and its location. iv. The management, operation and maintenance requirements of the charge points (private, workplace or publicly accessible charge points managed, operated and maintained by an EV charge point provider).”	line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies To ensure the policy is clear and unambiguous and effective, assisting both further plan making and decision makers when considering planning applications	
	JP-S2 (criterion 4) & para. 5.19		Modify by deleting criterion 4 of Policy JP-S 2, as follows: “~~4. Keeping fossil fuels in the ground;~~” The following consequential modification to the reasoned justification is proposed to paragraph 5.19, as follows:	To delete criterion 4 as considered to be inconsistent with national policy and consequential	GMCA21.1 AP20a)

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			"5.19 Greater Manchester seeks to promote investment in new zero-carbon technologies, to reduce the reliance on carbon based fuels to accelerate the speed at which such new technologies become financially viable and/or technically feasible. ~~Work undertaken by the Tyndall Climate Change Research Centre(29) has shown that the continued extraction of fossil fuels will not be compliant with a carbon emissions reduction pathway that is aligned with international commitments within the 'Paris Agreement'. It is therefore considered prudent to not exploit new sources of hydrocarbons and keep fossil fuels in the ground so at this point in time we will not support hydraulic fracturing (fracking).~~"	mods to the reasoned justification.	
	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
	JP-S2 (criterion 7)	87	Modify by deleting criterion 7 of Policy JP-S 2, as follows: "~~7. Development of Local Area Energy plans to develop cost effective pathways to achieve carbon targets;~~"	Deletes criterion 7 relating to Local Area Energy Plans, but retain reference to the reasoned justification between paragraph 5.9 and 10.	GMCA21.1 AP20b

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	JP-S 2 (criterion 8)	87	Modify criterion 8 of Policy JP-S 2, as follows: "8. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;"	Modifies criterion 8 to be clear that any subsequent requirements will be subject to viability and/or practicability.	GMCA21.1 AP20c
	JP-S2 (criterion 8(a))	87	Modify Policy JP-S 2 8a, as follows: ~~8a) Be net zero (31) carbon from 2028 by following the energy hierarchy (with any residual carbon emissions offset), which in order of importance seeks to:~~ 8a) Work towards being net zero (31) carbon which means; i. reducing greenhouse gas emissions 'in operation'; ii. From 2025, calculate and minimise 'unregulated' emissions (those connected with cooking and small appliances) alongside 'regulated' emissions; and iii. From 2028, all emissions 'in construction' should be considered. Development proposals should set out how this has been achieved in an energy statement in accordance ~~W~~with the energy hierarchy, which in order of importance seeks to:	To clarify the approach to net zero development in the periods 2022-2025, 2025-2028 and 2028 onwards, including any requirements for 'offsetting' and clarify the definition of net zero in the footnote 31.	GMCA21.1 AP20d

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			i. Be Lean - Minimise energy demand; ii. Be Clean- Maximise energy efficiency; iii. Be Green – Use renewable energy/ low carbon energy and/or connect to district heat networks; iv ~~utilise low carbon energy sources~~ Finally as a last resort, residual carbon emissions should be offset. ~~v~~. ~~Utilise other energy sources~~ From 2025, residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant district, through a financial contribution to a carbon offset fund. Footnote 31: ~~Applied to operational net zero carbon up to 2028 and considered for net zero 'in construction' from 2028 onwards. (https:www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition).~~ Net Zero carbon-'operational' energy: when the amount of carbon emissions associated with		

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			the buildings operational energy on an annual basis is zero or negative. Net Zero carbon– 'in construction': when the amount of carbon emissions associated with the building's product and construction stages up to practical completion is zero or negative. UK GBC Publication ' *Net Zero Carbon Buildings: A Framework Definition'.* https://ukgbc.org/resources/net-zero-carbon-buildings-framework/. ~~Minimum carbon reduction target expected to be in line with 2025 Future Homes Standard of 80%.~~ "~~With an interim requirement that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations (32).~~" Remove footnote 32: "~~32 Or until such time that this level is superseded by changes to national building regulations~~"	To take account of changes to the Building Regulations that came into effect on 15 June 2022 and remove associated footnote 32.	GMCA3.1 PQ17

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	JP-S2 (criterion 8b)	87	Modify criterion 8b of Policy JP-S2, as follows: "8b Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;"	To clarify expectations for the number of EV charging points to be provided is in line with Part S of the Building Regulations	GMCA21.1 AP20e
	JP-S2 (criterion 8d) & last para.	88	Modify criterion 8d and the last paragraph of Policy JP-S2, as follows: "8d. In residential developments, ~~A~~achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation~~.~~, in accordance with Table 5.1." "Districts ~~Local Plans~~ may set out specific carbon emission reduction and energy demand targets within Local Plans. ~~particularly if carbon neutral targets have been set sooner than 2038 or promote other measures through which energy efficiency of buildings and renewable energy generation can be achieved.~~"	For clarity and the effectiveness of criterion 8d that Table 5.1 set out in paragraph 5.14 (targets for energy demand and on-site renewable energy generationin residential development), be referred to in criterion 8d.	GMCA21.1 AP20f

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	JP-S3 (criterion 1) and paras. 5.20 and 5.22	88-89	Modify Policy JP-S3 criterion 1 and paragraphs 5.20 and 5.22 , as follows: Policy JP-S3 "1. Delivery of renewable and low carbon energy schemes will be supported with particular emphasis on the use of decentralised energy networks in areas identified as "Heat and Energy Network Opportunity Areas". These ~~will be~~ have been identified where:" 5.20 "…Figure 5.1 and the policies map show~~s~~ the broad 'Heat and Energy Network Opportunity Areas' across the nine districts and ~~this~~ these areas will be further refined by the districts when more local evidence becomes available." 5.22 " Further analysis has ~~as~~ identified heat networks as among the technologies/systems offering the highest technical potential to contribute to ~~carbon emissions~~ the reduction~~s~~ in carbon emissions…."	To clarify that the policy wording of Policy JP-S3 and the related reasoned justification in paragraph 5.20 and 5.22 is appropriately referenced and phrased. To ensure that Figure 5.1 is clearly referenced within the reasoned justification and policies map.	GMCA 6.1 Q6.9
	New para. 5.23	89	Modify by inserting new paragraph after paragraph 5.23 , as follows: "To comply with Policy JP-S 3, heat and energy network assessments will be required as part of an energy statement to support planning applications for new developments within the identified "Heat and Energy Network Opportunity Areas" to demonstrate compliance with PfE energy policies. To ensure consistency of approach and to aid the decision-making process decentralised heat/energy network assessments are required to demonstrate consideration and analysis of:	To clarify and make unambiguous, and therefore effective, in the interpretation of Policy JP-S3,by removing guidance regarding the interpretation of the policy from the body of policy and incorporating it into	GMCA21.1 AP21c)

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			a. Identification of existing and proposed heat/energy loads; b. Identification of heat/energy supply sources; c. Identification of opportunities to utilise renewable and low carbon energy sources; d. Identification of opportunities to utilise waste and secondary heat sources; e. Impact of proposals and technology choices on local air quality; f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK (42), or equivalent); and g. Adopting appropriate consumer protection standards (e.g. Heat Trust (43), or equivalent).”	the associated reasoned justification.	
	JP-S3[1] (criterion 2 & 3)	89-90	Modify criterion 2 and 3 of Policy JP-S3[2], as follows: “2. Within the identified “Heat and Energy Network Opportunity Areas”, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially ~~un~~viable, ~~there will be~~ it is expected that: a. ~~A requirement that n~~ New residential developments that are '10 dwellings or more' or other developments over	To clarify, making the Policy effective and consistent with national policy	GMCA21.1 AP21a) and b)

[1] Correction from PMM3
[2] Correction from PMM3

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			1,000 m2 floorspace shall ~~should evaluate the viability of~~: i. Connect~~ing~~ to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network) ~~has been identified within the Heat Network Opportunity Areas);~~ and/or ii. Install~~ing~~ a site-wide or communal heat/energy network solution. ~~b. A requirement, where unviable to connect to an existing network or install a site-wide or communal heat/energy network, for new development to incorporate appropriate capability to enable future connection (e.g. adequate space in plant-room for plate heat exchangers, capped-off flow/return connections);~~ ~~c. A 'presumption in favour (41) of network connection' where new residential developments over 10 dwellings and other developments over 1,000 sq m floorspace are within 500m of an existing heat network, or where a network is being delivered;~~ d. An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals ~~unless proven to not be viable~~;	To clarify by removing guidance regarding the	GMCA21.1 AP21c)

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			~~3. In support of the above, all decentralised heat/energy network viability assessments are required to demonstrate consideration and analysis of:~~ ~~a. Identification of existing and proposed heat/energy loads;~~ ~~b. Identification of heat/energy supply sources;~~ ~~c. Identification of opportunities to utilise renewable and low carbon energy sources; d. Identification of opportunities to utilise waste and secondary heat sources;~~ ~~e. Impact of proposals and technology choices on local air quality;~~ ~~f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK (42), or equivalent); and~~ ~~g. Adopting appropriate consumer protection standards (e.g. Heat Trust (43), or equivalent).~~ Footnote – ~~41. Ministry of Housing, Communities and Local Government, National Planning Policy Framework, (2021), Paragraph 11~~	interpretation of the policy from the body of policy and incorporating it into the associated reasoned justification.	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	Figure 5.1	91	Modify Figure 5.1, title and legend as follows: "Heat and ~~e~~Energy ~~n~~Network ~~opportunities~~ ~~o~~Opportunity ~~a~~Areas" ~~Proposed Allocations 2021~~ Also, 'Heat and energy network opportunity areas' are to be included on Policies Map [SD2].	To provide clarity on the implementation of the policy and ensure its effectiveness by showing the areas on the visual policies map [SD2]; assisting both the further plan making and decision making	GMCA21.1 AP21d)
	JP-S4	92-93	Modify by deleting Policy JP-S4 in its entirety.	To clarify, ensuring that policies in the Plan are clearly written and unambiguous and avoid unnecessary duplication with the exception of Criterion 1 that is to be incorporated into Policy JP-P 1 at Criterion 8	GMCA21.1 AP22
	Para. 5.36	94	Modify Para. 5.36 by adding two sentences to the end of the paragraph, as follows: "Development proposals should aim to get as close to greenfield run-off rates as possible, depending on site conditions. Alternative surface water discharge rates can be set out in district local plans to reflect local circumstances and evidence."	To clarify, providing supporting information to the reasoned justification for policy JP-S5, criterion 4.	GMCA21.1 AP23
	Para. 5.38	94	Modify by adding to the end of paragraph 5.38, as follows:	To clarify, providing supporting information to	GMCA6.1 Q6.15

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			"…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.	the reasoned justification for policy JP-S5, criterion 8	
	JP-S5 (1st para and criterion 1)	95	Modify Policy JP-S5, first paragraph and criterion 1, as follows: "An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by: 1. Returning rivers to a more natural state, where practicable~~, in line with the North West River Basin Management Plan~~;"	We propose moving the reference to the North West River Basin Management Plan from criterion 1 to the opening paragraph of the JP-S5 because many of the policy's criteria help to deliver the measures within the North West River Basin Management Plan to achieve the objectives of the Water Framework Directive, not just criterion 1.	GMCA21.1 AP23a
	JP-S5 (criterion 4)	95	Modify criterion 4 of Policy JP-S5 as follows:	To clarify the circumstances in which	GMCA21.1 AP23

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			"4. Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible ~~(unless demonstrably inappropriate) so as to not exceed~~. Development should aim to achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including ~~or~~ alternative surface water discharge rates ~~specified in district local plans~~, such as in areas ~~those identified for areas~~ with critical drainage issues."	exceptions to the requirements of criterion 4 would apply.	
	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~~ "	To clarify, removing unnecessary duplication as sufficiently covered by Policy JP-D1 Infrastructure Implementation criteria 2, 3 and 5.	M6.1 Q6.14
	JP-S5 (criterion 8)	95	Modify criterion 8 of Policy JP-S5, as follows: "8. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards. ~~Conserving water and maximising water efficiency in new development.~~"	To clarify the water efficiency standards that development is expected to achieve	GMCA21.1 AP23c

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	Para. 5.44	97	Modify paragraph 5.44 of the reasoned justification, as follows: "Greater Manchester has also signed up to achieve WHO 'BreatheLife City' status by 2030, which means achieving WHO targets for PM (PM2.5 must not exceed 5~~10~~ µg/m3 annual mean) and other air pollutants by this date. Regardless of targets, there is no clear evidence of a safe level of exposure below which there is no risk of adverse health effects. As such, policy ambitions should always be to reduce air pollution to as low as possible as further reduction of PM or NO2 concentrations below air quality targets/standards are likely to bring additional health benefits."	To clarify, ensuring consistency with up to date WHO Air quality guidelines	GMCA21.1 AP24e
	JP-S6 (criterion 2)	100	Modify criterion 2 of Policy JP-S6, as follows: "2. Determining planning applications ~~in accordance with~~ having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;"	To clarify that applications will be determined 'having regard' to the IAQM and EPUK Guidance	GMCA21.1 AP24a
	JP-S6 (criterion 3)	100	Modify criterion 3 of Policy JP-S6, as follows: "3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided; ~~and, if~~	To clarify that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or	GMCA21.1 AP24b

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			~~approved, to make appropriate provision for future monitoring of air pollution;~~"	suitable mitigation can be provided	
	JP-S6 (criterion 4)	100	Modify criterion 4 of Policy JP-S6, as follows: "4. Restricting ~~and carefully regulating~~ developments that would generate significant point source pollution such as some types of industrial activity and energy generation;"	To clarify, ensuring consistency with national planning policy (NPPF para 188)	M6.1 Q6.19
	JP-S6 (criterion 5) & para. 5.49		Modify criterion 5 of Policy JP-S6 and paragraph 5.49 of the reasoned justification by adding the following two sentences, as follows: "5. Significantly expanding the <u>existing commercial</u> network of electric vehicle charging points, both for public and private use, including as part of new developments;" "Para. 5.49 ….. Many of these actions are beyond the scope of this plan, but the primary focus will need to be on transport given its primary contribution to air pollution. <u>Significantly expanding the existing network of publicly accessible EV charging infrastructure will be important to encourage and expediate the transition from petrol and diesel engine vehicles to EVs. Therefore, opportunities to support proposals for commercial EV charging infrastructure should be supported where appropriate.</u> ~~Hence,~~ <u>R</u>~~r~~egard should also be had to transport-related policies elsewhere in this plan and in the Greater Manchester Transport Strategy 2040 refresh and Our Five Year Transport Delivery Plan. ….."	To clarify that this criterion relates to support being given to proposals for commercial EV charging infrastructure	GMCA21.1 AP24c
	JP-S6 (criterion 6)	101-102	Modify Policy JP-S6.6 and paragraphs 5.48 and 5.49, as follows: Policy JP-S6.6, criterion 6:	To clarify, making deletions that are in line with the government's	GMCA 5.1 PQ79 GMCA 5.1

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	and paras. 5.48 and 5.49		"6. Implementing the ~~charging Clean Air Zone within the Plan area, as directed by Government~~ Clean Air Plan and associated measures;" Paragraphs 5.48 and 5.49: "5.48 Greater Manchester Authorities have been working collaboratively to produce a Clean Air Plan, that will bring about compliance with the legal limit for NO2. ~~in the shortest possible time and in any case by 2024. The proposal to introduce a Clean Air Zone class C that will cover the whole of GM (500sq miles), where the most polluting commercial vehicles will be charged to move within and through the zone, was subject to public consultation in the autumn of 2020. The final plan is to be put before JAQU (Joint Air Quality Unit – Defra & DfT) for approval in the early summer 2021, with a view for implementation in spring 2022~~." "5.49 It is clear that a wide range of actions will be required to improve air quality to appropriate levels~~, in addition to the CAZ,~~ and support objectives relating to climate change, Greater Manchester's 2038 carbon neutrality target, population health and quality places..."	agreement that the charging Clean Air Zone will not go ahead (30th May 2022). GM Local authorities are awaiting a government decision in relation to their revised Clean Air Plan (non-charging)	PQ74
	JP-S6 (criterion 9)	100	Modify criterion 9 of Policy JP-S6, as follows: "9. Controlling traffic and parking within and around schools, ~~and~~ early years sites and other locations that are particularly sensitive to air quality;"	To clarify that the criterion also applies to other locations that are particularly sensitive to air quality	GMCA21.1 AP24d
	JP-S7 (criterion 1)	102	Modify Policy JP-S7, criterion 1, as follows: "1. Development and implementation of the ~~Resource~~ Zero Waste Strategy for Greater Manchester which promotes overall	To clarify that the policy wording of JP-S7 appropriately references	GMCA 5.1 PQ80 GMCA 5.1

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			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;"	the GM Zero Waste Strategy	PQ74
	JP-S7 (criterion 2)	102	Modify Policy JP-S7, criterion 2, deleting as follows: "~~2. Ensuring the design of all new development incorporates storage space to facilitate efficient recycling and where appropriate, processing of waste on site;~~ "	To clarify, avoiding duplication with policy JP-P1 criterion 10 and ensuring the plan is effective	M6.1 Q6.20
	JP-J1 (criterion G)	109-110	Modify criterion G of Policy JP-J1, as follows: "G. Maximising the potential of the key growth locations <u>set out in JP-Strat 1 to JP-Strat 12</u> ~~whilst also securing investment that raises the competitiveness of our northern boroughs~~ to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents. ~~Key locations that will help to maximise economic growth in an inclusive way include:~~ i. ~~The expanding City Centre, which will be further strengthened as the most significant economic location in the UK outside London, providing a high concentration of jobs that are highly accessible from across Greater Manchester and beyond. The city centre includes the Oxford Road corridor which will continue to develop as a world-class innovation hub with a very high concentration of research activity and enhanced business connections~~ ii. ~~The Quays, delivering sustained growth as a major business location including an internationally important digital and creative cluster~~	To ensure consistency with JP-Strat 1 to JP-Strat 12 and to remove ambiguity.	GMCA21 AP25

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			~~iii. The Core Growth Area wider area of economic activity at the heart of Greater Manchester, stretching from the Etihad Campus in the east, through the City Centre and The Quays, to Trafford Park and the Trafford Centre, providing which provides an enormous and extremely diverse range of businesses and jobs (currently accounting for around one-quarter of employment in Greater Manchester, with this proportion expected to grow), and with key clusters of growth sectors~~ ~~iv. Manchester Airport Enterprise Zone, with the expansion of the airport as the UK's primary international gateway outside London and the South East providing easy business connectivity across the world, and increased employment activity around the airport, Wythenshawe Hospital/Medipark, and the proposed HS2 station~~ ~~v. The seven main town centres (Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale and Wigan), providing a stronger focus for local economic activity, and exploiting important advantages such as the direct mainline rail links to London from Stockport and Wigan, HS2 and the university in Bolton~~ ~~vi. Port Salford, providing sustainable freight connections by water and rail and acting as an international gateway via facilities at the Port of Liverpool that are capable of accommodating ships larger than those which can be accommodated by the Panama Canal - "Post-Panamax"~~ ~~vii. Northern Gateway, with a massive expansion of the existing employment areas forming a major facility similar~~		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			~~in size to Trafford Park, helping to deliver a better distribution of growth across Greater Manchester and boosting the economy of the northern part of the city-region~~ ~~viii. M6 logistics hub in Wigan, extending into Warrington, St Helens and West Lancashire, providing a major cluster of warehousing and distribution activity along the M6 corridor with easy access to the Port of Liverpool via the M58~~ ~~ix. New Carrington, delivering a significant mixed-use development accommodating major new employment floorspace on predominantly brownfield land. This will create a sustainable neighbourhood linking to the existing deprived communities in Carrington, Partington and Sale West, providing jobs as well as improved transport, social and green infrastructure.~~"		
	JP.J1, Figure 6.1	111	Modify figure 6.1 to reflect the Key Growth Locations listed in Strat 1 – Strat 12. • Core Growth Area to remain as it is • North East Growth Corridor to be given a new colour and reference to JP-Strat 7 added to the key. • Wigan-Bolton Corridor to be given a new colour and reference to JP-Strat 8 added to the key. • Manchester Airport to be given a new colour and reference to JP-Strat 10 added to the key.	For consistency to reflect the Key Growth Locations listed in Strat 1 – Strat 12and JP-J1 point G.	

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			• New Carrington to be added in a new colour and JP-Strat 11 referred to in the key.		
	JP-J2 (para. 2)	112	Modify paragraph 2 of the policy, as follows: "…This includes the selective removal of land from the Green Belt and other land previously safeguarded for development, as identified in chapter 11 of this plan, to provide the quality of well-connected employment land…" Further modify paragraph 2 of Policy JP-J2, as follows: "….as set out in Policy JP-J 3 'Office Development' and Policy JP-J 4 'Industry and Warehousing Development'. ~~We will work 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-J2 (para. 3) & paras. 6.17 & 6.36	112	Modify the third paragraph of JP-J2 and to paragraphs 6.17 and 6.36, as follows: "…..locations. ~~such as the Tame Valley and the core of Trafford Park, and associated transport infrastructure such as the Trafford Park Freight Terminal.~~" "Para. 6.17 ….A good combination of existing strategic sites, such as Trafford Park, small scale sites and new sites and premises will therefore be required."	To clarify by removing potential ambiguity within the Policy JP-J2	GMCA21 AP26

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			"Para 6.36 ….. The lowest level of ~~new~~ supply <u>in the northern districts</u> is in Tameside, where there will <u>also</u> be a ~~greater~~ reliance on existing sites and premises, such as in the <u>strategically important</u> Tame Valley, which will need to be protected accordingly.	To ensure the policy is consistent with the supply evidence. To clarify by removing potential ambiguity within the Policy JPJ2.	IN35 AP137 GMCA21 AP26
	Para 6.22	113	Modify paragraph 6.22, as follows: "6.22 Existing office floorspace will continue to have an essential role in meeting the needs of our businesses, often providing a lower cost alternative to new premises, especially for start-ups and smaller businesses. ~~The conversion of offices to housing can be an important source of supply of new homes, but this must not be allowed to compromise our economic growth and diversity, and consequently there may need to be restrictions on the loss of office floorspace particularly in key locations~~."	To clarify, making the policy justified and consistent with national policy	GMCA21 AP28
	JP-J3	113	Modify Policy JP-J3 as follows: "At least ~~1,900,000~~ <u>2,019,000</u> sqm of accessible new office floorspace will be provided in the Plan area over the period ~~2021-2037~~ <u>2022-2039</u>, with a focus on:.."	Required as a result of the change to the plan period.	GMCA11.1 AP5
	JP-J3, criterion 3	114	Modify Policy JP-J3, criterion 3, as follows: "Manchester Airport ~~Enterprise Zone~~ and its environs, taking advantage of the extensive international connections… "	To clarify the sustainable growth location of Manchester Airport ensuring consistency across the Plan, including Policy JP-Strat10	M5.1 Q5.13

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	JP-J3 (2nd para.)	114	Modify the second paragraph of Policy JP-J3, as follows: "The refurbishment of existing office accommodation will be encouraged including improving standards of accessibility, in accordance with Part M (Volume 2) Building Regulations."	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36
	JP-J3 (last para.)	114	Modify the last paragraph of Policy JP-J3, as follows: "~~Individual districts through Local Plans or other mechanism(s) may restrict the changes of use of existing office space to non-employment uses such as housing where this could compromise the continued supply of a diverse range of office floorspace.~~ Each district will contribute to providing the overall minimum requirement for office development as set out in table 6.X."	To clarify, making the policy justified and consistent with national policy To provide a minimum district employment requirement based on the 2022 land supply and for the plan period of 2022-2039.	GMCA21 AP28 GMCA21 AP27
	Para 6.23	114	Modify by inserting new paragraphs at the beginning of the policy reasoned justification, before existing paragraph 6.23, as follows: "Office Requirement To ensure the required provision of accessible new office floorspace over the plan area, each district should deliver their portion of the overall requirement of 2,019,000 sqm over the period of 2022-2039. Individual district minimum requirements for office floorspace provision have been identified in table 6.X.	To provide a minimum district employment requirement based on the 2022 land supply and for the plan period of 2022-2039.	IN35 AP137

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ/AP Ref</th></tr>
<tr><td></td><td></td><td></td><td>Table 6.X Minimum District Office Floorspace Requirement for 2022-2039

<table>
<tr><th>District</th><th>Total Office Supply 2022-2039 (sqm)</th><th>Minimum District Office Floorspace Requirement (sqm)</th></tr>
<tr><td>Bolton</td><td>70,739</td><td>49,588</td></tr>
<tr><td>Bury</td><td>1,177</td><td>825</td></tr>
<tr><td>Manchester</td><td>2,069,735</td><td>1,450,895</td></tr>
<tr><td>Oldham</td><td>81,998</td><td>57,481</td></tr>
<tr><td>Rochdale</td><td>101,002</td><td>70,803</td></tr>
<tr><td>Salford</td><td>309,102</td><td>216,682</td></tr>
<tr><td>Tameside</td><td>20,680</td><td>14,497</td></tr>
<tr><td>Trafford</td><td>223,661</td><td>156,788</td></tr>
<tr><td>Wigan</td><td>2,055</td><td>1,441</td></tr>
<tr><td>Places for Everyone</td><td>2,880,150</td><td>2,019,000</td></tr>
</table>

The district minimum requirement for office floorspace will assist in the delivery and monitoring of JP-J3 and inform relevant local plan policies. The minimum district requirements will be used to inform Local Plan policy preparation to deliver their portion of the overall office floorspace requirement.
Office Supply [new heading]”</td><td></td><td></td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	Para. 6.23	114	Modify paragraph 6.23 as follows: "A wide range of office development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just ~~over~~ under ~~3,275,000~~ 2,815,650 sqm of floorspace.	Required as a result of the change to the plan period.	GMCA11.1 AP5
	Figure 6.2	115	"Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments ~~2021-2037~~ 2022-2039" Figure 6.2 to be updated to update the data to 2022 and exclude the Peak District National Park area.	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5
	Para. 6.24	115	Modify paragraph 6.24 as follows: "… up to ~~2037~~ 2939, it is considered that the very limited release of some Green Belt land within the Manchester Airport ~~Enterprise Zone~~ key…"	To clarify the sustainable growth location of Manchester Airport ensuring consistency across the Plan, including Policy JP-Strat10.	M5.1 Q5.13
	Para. 6.25 and Table 6.1	115-116	Modify paragraph 6.25 as follows: "'Table 6.1 Office land supply ~~2020-2037~~2022-2039' summarises the sources of office land supply up to ~~2037~~2039.	Required as a result of the change to the plan	GMCA11.1 AP5

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ/AP Ref</th></tr>
<tr><td></td><td></td><td></td><td>Replace Table 6.1 with the following:
Table 6.1 Office land supply ~~2020-2037~~ 2022-2039
<table><tr><td rowspan="2">District</td><td colspan="3">Existing Supply 2022-2039 (sqm floorspace)</td><td rowspan="2">Places for Everyone Allocations (sqm floorspace)[3]</td><td rowspan="2">Total 2022-2039</td></tr><tr><td>Brownfield</td><td>Greenfield</td><td>Mixed</td></tr><tr><td>Bolton</td><td>56,780</td><td>3,447</td><td>10,512</td><td>-</td><td>70,739</td></tr><tr><td>Bury</td><td>1,177</td><td>-</td><td>-</td><td>-</td><td>1,177</td></tr><tr><td>Manchester</td><td>1,873,445</td><td>128,484</td><td>3,306</td><td>64,500</td><td>2,069,735</td></tr><tr><td>Oldham</td><td>67,093</td><td>-</td><td>14,905</td><td>-</td><td>81,998</td></tr><tr><td>Rochdale</td><td>19,753</td><td>81,249</td><td>-</td><td>-</td><td>101,002</td></tr><tr><td>Salford</td><td>309,102</td><td>-</td><td>-</td><td>-</td><td>309,102</td></tr><tr><td>Tameside</td><td>20,110</td><td>570</td><td>-</td><td>-</td><td>20,680</td></tr><tr><td>Trafford</td><td>190,661</td><td>33,000</td><td>-</td><td>-</td><td>223,661</td></tr><tr><td>Wigan</td><td>-</td><td>2,055</td><td>-</td><td>-</td><td>2,055</td></tr><tr><td>Places for Everyone</td><td>2,538,122</td><td>248,805</td><td>28,723</td><td>64,500</td><td>2,880,150</td></tr></table></td><td>period and the updated 2022 land supply.</td><td>& GMCA21 AP27</td></tr>
</table>

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

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	Policy JP-J4	117	Modify Policy JP-J4 as follows: "At least ~~3,330,000~~ 3,538,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period ~~2021-2037~~ 2022-2039. To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace.~~, with a focus on:~~ ~~1. Offering a range of opportunities~~ ~~2. Making the most of the key locations identified in Policy JP-J 1 'Supporting Long-Term Economic Growth'~~ ~~3. Significantly increasing the supply of high-quality sites across the northern parts of Greater Manchester to help increase the competitiveness of that area, including a major strategic opportunity at Northern Gateway~~ ~~Individual sites providing more than 100,000 sqm of industrial and warehousing floorspace should, where there is likely to be demand and it is appropriate to the location, incorporate:~~ ~~A. Opportunities for manufacturing businesses, particularly advanced manufacturing;~~ ~~B. Units capable of accommodating small and medium sized enterprises;~~ ~~C. Overnight parking for heavy goods vehicles; and~~ ~~D. Promote and support access by sustainable modes of transport.~~	Required as a result of the change to the plan period and the updated 2022 land supply. To clarify by rationalising the Policy, avoiding repetition and potential ambiguity in the Plan and ensuring the policy is justified To provide a minimum district employment requirement based on the 2022 land supply and for the plan period of 2022-2039.	GMCA11.1 AP5 & GMCA21 AP27 GMCA21 AP29

<table>
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<tr><td></td><td></td><td></td><td><u>Each district will contribute to providing the overall minimum requirement for industry and warehousing development as set out in table 6.X.</u></td><td></td><td>GMCA21
AP27</td></tr>
<tr><td></td><td>Para. 6.31</td><td>118</td><td>Modify by inserting new paragraphs at the beginning of the policy reasoned justification, before existing paragraph 6.31, as follows:
“<u>Industry and Warehousing Requirement</u>
<u>To ensure the required provision of new, accessible, industry and warehousing floorspace over the plan area, each district should deliver their portion of the overall requirement of 3,538,000 sqm over the period of 2022-2039. Individual district minimum requirements for industry and warehousing floorspace provision have been identified in table 6.X.</u>
<u>Table 6.X Minimum District Industrial and Warehousing Floorspace Requirement for 2022-2039</u>
<table>
<tr><th>District</th><th><u>Total Supply 2022-39 (sqm)</u></th><th><u>Minimum District Industry and Warehousing Requirement (sqm)</u></th></tr>
<tr><td>Bolton</td><td><u>705,861</u></td><td><u>609,022</u></td></tr>
<tr><td>Bury</td><td><u>608,584</u></td><td><u>525,090</u></td></tr>
<tr><td>Manchester</td><td><u>75,693</u></td><td><u>65,308</u></td></tr>
<tr><td>Oldham</td><td><u>278,922</u></td><td><u>240,656</u></td></tr>
<tr><td>Rochdale</td><td><u>584,883</u></td><td><u>504,641</u></td></tr>
<tr><td>Salford</td><td><u>548,316</u></td><td><u>473,091</u></td></tr>
</table></td><td>To provide a minimum district employment requirement based on the 2022 land supply and for the plan period of 2022-2039.</td><td>IN35
AP137</td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			<table><tr><td>Tameside</td><td>274,072</td><td>236,471</td></tr><tr><td>Trafford</td><td>543,919</td><td>469,297</td></tr><tr><td>Wigan</td><td>480,321</td><td>414,424</td></tr><tr><td>Places for Everyone</td><td>4,100,571</td><td>3,538,000</td></tr></table> The district minimum requirement for industry and warehousing floorspace will assist in the delivery and monitoring of JP-J4 and inform relevant local plan policies. The minimum district requirements will be used to inform Local Plan policy preparation to deliver their portion of the overall industry and warehousing floorspace requirement. Industry and Warehousing Supply [new heading]”		
	Para. 6.32	118	Modify paragraph 6.32 as follows: “A range of industry and warehousing development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just over ~~1,900,000~~ 2,070,000 sqm of floorspace.”	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5
	Figure 6.3	119	Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments ~~2020-2037~~ 2022-2039 Figure 6.3 to be updated to update the data to 2022 and exclude the Peak District National Park area.	Required as a result of the change to the plan period and the updated 2022 land supply.	GMCA11.1 AP5

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ/AP Ref</th></tr>
<tr><td></td><td>Para. 6.34</td><td>119-120</td><td>Modify paragraph 6.34 as follows:
“Table 6.2 'Industry and warehousing land supply ~~2020-2037~~2022-2039' summarises the sources of industry and warehousing land supply up to ~~2037~~2039. Although all of the sites could potentially be developed in full during the plan period. In practice, the high level of land supply, the size of some individual sites and infrastructure requirements mean that some of the Green Belt sites may come forward in part after ~~2037~~2039. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. Additionally given the scale of some of the opportunities, almost a further ~~480,000~~ 368,400 sqm has been identified which is likely to be delivered after ~~2037~~2039.”</td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5</td></tr>
<tr><td></td><td>Table 6.2</td><td>121</td><td>Replace Table 6.2 with the following:
Table 6.2 Industry and warehousing land supply ~~2020-2037~~ 2022-2039
<table>
<tr><th rowspan="2">District</th><th colspan="3">Existing Supply 2022-2039 (sqm floorspace)</th><th rowspan="2">Places for Everyone Allocations (sqm floorspace)[4]</th><th rowspan="2">Total 2022-2039</th></tr>
<tr><th>Brownfield</th><th>Greenfield</th><th>Mixed</th></tr>
<tr><td>Bolton</td><td>195,913</td><td>115,295</td><td>8,653</td><td>386,000</td><td>705,861</td></tr>
<tr><td>Bury</td><td>10,725</td><td>6,859</td><td>-</td><td>591,000</td><td>608,584</td></tr>
</table></td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5</td></tr>
</table>

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

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ/AP Ref</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><td>Manchester</td><td>37,838</td><td>12,855</td><td>-</td><td>25,000</td><td>75,693</td></tr>
<tr><td>Oldham</td><td>83,171</td><td>-</td><td>59,031</td><td>136,720</td><td>278,922</td></tr>
<tr><td>Rochdale</td><td>137,572</td><td>203,311</td><td>-</td><td>244,000</td><td>584,883</td></tr>
<tr><td>Salford</td><td>224,862</td><td>3,454</td><td>-</td><td>320,000</td><td>548,316</td></tr>
<tr><td>Tameside</td><td>59,867</td><td>52,489</td><td>1,716</td><td>160,000</td><td>274,072</td></tr>
<tr><td>Trafford</td><td>414,439</td><td>-</td><td>26,115</td><td>103,365</td><td>543,919</td></tr>
<tr><td>Wigan</td><td>83,125</td><td>303,579</td><td>33,117</td><td>60,500</td><td>480,321</td></tr>
<tr><td>Places for Everyone</td><td>1,247,512</td><td>697,842</td><td>128,632</td><td>2,026,585</td><td>4,100,571</td></tr>
</table>
</td><td></td><td></td></tr>
<tr><td></td><td>Figure 7.1</td><td>128</td><td>Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments ~~2020-2037~~ <u>2022-2039</u>

Figure 7.1 to be updated to reflect 2022 land supply and exclude the Peak District National Park area.</td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5</td></tr>
<tr><td></td><td>Para. 7.12</td><td>129</td><td>Modify paragraphs 7.12 as follows:
“Para 7.12 Table 7.1 illustrates that, in numerical terms, the existing supply of potential housing sites identified in the districts' strategic housing land availability assessments and small sites is adequate to meet the overall identified need<u>, and demonstrates that brownfield land will be the predominant source of land over the plan period.</u></td><td>To provide context and clarity as a result of text being removed from Policy JP-H1 and added to the reasoned justification.</td><td>GMCA21.1 AP32</td></tr>
</table>

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ/AP Ref</th></tr>
<tr><td></td><td>Para. 7.13</td><td>130</td><td>Modify paragraph 7.13 as follows:
“Para. 7.13 The table below summarises the sources of housing land supply up to ~~2037~~ 2039.”</td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA21.1 AP32</td></tr>
<tr><td></td><td>Table 7.1</td><td>130</td><td>Replace Table 7.1 with the following:

Table 7.1 Sources of housing land supply ~~2020-2037~~ 2022-2039
<table>
<tr><th rowspan="2">District</th><th colspan="3">Strategic Housing Land Availability Assessment</th><th rowspan="2">Allowances</th><th rowspan="2">Places for Everyone Allocations[5]</th><th rowspan="2">2022-2039 Land Supply</th></tr>
<tr><th>Brownfield land</th><th>Greenfield land</th><th>Mix brownfield land and greenfield land</th></tr>
<tr><td>Bolton</td><td>9,786</td><td>2,729</td><td>-</td><td>1,396</td><td>-</td><td>13,911</td></tr>
<tr><td>Bury</td><td>3,486</td><td>566</td><td>360</td><td>348</td><td>4,900</td><td>9,660</td></tr>
<tr><td>Manchester</td><td>50,212</td><td>2,915</td><td>10,560</td><td>686</td><td>-</td><td>64,373</td></tr>
<tr><td>Oldham</td><td>7,793</td><td>1,228</td><td>1,262</td><td>923</td><td>1,980</td><td>13,186</td></tr>
</table></td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5</td></tr>
</table>

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

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

Modify footnote 76: Excluding homes identified in existing land supply and homes anticipated to be delivered post-2039.
Delete footnote 77.</td><td></td><td></td></tr>
<tr><td></td><td>Para. 7.19</td><td>132</td><td>Modify paragraph 7.19 as follows:

“Taking all of these factors into account, it is anticipated that there will be around ~~8,732~~ 9,063 housing completions on average up until March 2025, increasing to an average of around 10,305 net additional dwellings per annum up to March 2030 and accelerating to around ~~11,200~~ 10,719 per annum up to March ~~2037~~ 2039. This trajectory is shown below. ~~Whilst the trajectory in this plan is considered to be realistic, given the relatively unknown impacts of Covid-19 at this point in time, it is possible that delivery could in fact be different to that currently anticipated. Therefore, in such an eventuality the surplus or shortfall will be distributed over the remaining years of the plan. In this way, any over delivery within a local planning authority area will not result in that authority being adversely affected~~</td><td>Required as a result of the change to the plan period and the updated 2022 land supply.</td><td>GMCA11.1 AP5

GMCA21.1 AP32</td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			~~when it comes to calculating their five-year housing land supply~~."		
	Policy JP-H1	132	Modify Policy JP-H1 as follows: "A minimum of ~~164,880~~ 175,185 net additional dwellings will be delivered over the period ~~2021-37~~ 2022-2039, or an annual average of around 10,305."	Required as a result of the change to the plan period.	GMCA11.1 AP5
	JP-H1 (2nd para)	133	Delete the second paragraph of Policy JP-H1, as follows: "~~Table 7.1, defines the land supply, demonstrating that brownfield land will be the predominant source of land over the plan period.~~ "	To clarify that Table 7.1 is removed from the main body of Policy JP-H1 and forms part of the reasoned justification for the policy, and to ensure consistency with proposed modifications to paragraph 11.2 and the new paragraph 11.3.	GMCA21.1 AP32
	JP-H1 (before final para.)	133	Modify by adding the following before the final paragraph of the policy text, as follows: "The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for, through their local plans."	To clarify that the "delivery rates" in Table 7.2 are intended to be the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for in their local plans, in accordance with NPPF 68	GMCA 3.1 PQ25 M8.1 Q8.1

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	JP-H1 (final para.)	133	Modify the final paragraph of Policy JP-H1, as follows: "The phasing of development is set out in Table 7.2. Each local planning authority will be required to identify and update annually a supply of specific deliverable sites in their district to provide a minimum of five years' worth of housing against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall. Each local authority will monitor delivery rates within their area and will take action as necessary to ensure that delivery rates are maintained as anticipated in this plan. If this regular monitoring reveals significant deviation from the phasing in this plan, the factors resulting in these changes will be determined and consideration will be given to what action would be appropriate, including development management action and review of the policies in this plan. ~~Any shortfall or surplus will be distributed over the remainder of the full plan period when calculating five-year supply.~~ This work would feed into the regular reviews of this plan, although individual authorities may wish to take specific local action outside the formal review process to ensure that they can maintain delivery rates."	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.	GMCA21 AP32
	Table 7.2	133	Modify Table 7.2 with updated version, as follows: Table 7.2 Distribution and Phasing of new dwellings ~~2021-2037~~ 2022-2039	Required as a result of the change to the plan period	GMCA11.1 AP5

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			~~District~~ / ~~Annual average~~ / ~~2021-2025 (annual)~~ / ~~2025-2030 (annual)~~ / ~~2030-2037 (annual)~~ / ~~Total 2021-2037~~ ~~Bolton~~ ~~787~~ ~~536~~ ~~787~~ ~~930~~ ~~12,589~~ ~~Bury~~ ~~452~~ ~~199~~ ~~452~~ ~~596~~ ~~7,228~~ ~~Manchester~~ ~~3,533~~ ~~3,533~~ ~~3,533~~ ~~3,533~~ ~~56,528~~ ~~Oldham~~ ~~680~~ ~~352~~ ~~680~~ ~~868~~ ~~10,884~~ ~~Rochdale~~ ~~616~~ ~~606~~ ~~616~~ ~~622~~ ~~9,858~~ ~~Salford~~ ~~1,658~~ ~~1,658~~ ~~1,658~~ ~~1,658~~ ~~26,528~~ ~~Tameside~~ ~~485~~ ~~299~~ ~~485~~ ~~591~~ ~~7,758~~ ~~Trafford~~ ~~1,112~~ ~~629~~ ~~1,122~~ ~~1,404~~ ~~17,954~~ ~~Wigan~~ ~~972~~ ~~920~~ ~~972~~ ~~1,002~~ ~~15,554~~ ~~PfE~~ ~~10,305~~ ~~8,732~~ ~~10,305~~ ~~11,204~~ ~~164,881~~ Annual average / 2022-2025 / 2025-2030 / 2030-2039 / Total Bolton 787 787 787 787 13,379		GMCA21.1 AP32

<table>
<tr><th>Main Mod Ref</th><th>PfE Ref.</th><th>PfE Page No.</th><th>Main Modification Text</th><th>Reason for modification</th><th>Doc/ PQ/ MIQ/AP Ref</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><td>Bury</td><td>452</td><td>246</td><td>452</td><td>520</td><td>7,678</td></tr>
<tr><td>Manchester</td><td>3,533</td><td>3,533</td><td>3,533</td><td>3,533</td><td>60,061</td></tr>
<tr><td>Oldham</td><td>680</td><td>404</td><td>680</td><td>772</td><td>11,560</td></tr>
<tr><td>Rochdale</td><td>616</td><td>568</td><td>616</td><td>632</td><td>10,472</td></tr>
<tr><td>Salford</td><td>1,658</td><td>1,658</td><td>1,658</td><td>1,658</td><td>28,186</td></tr>
<tr><td>Tameside</td><td>485</td><td>236</td><td>485</td><td>568</td><td>8,245</td></tr>
<tr><td>Trafford</td><td>1,122</td><td>817</td><td>1,122</td><td>1,224</td><td>19,077</td></tr>
<tr><td>Wigan</td><td>972</td><td>814</td><td>972</td><td>1,025</td><td>16,527</td></tr>
<tr><td>PfE</td><td>10,305</td><td>9,063</td><td>10,305</td><td>10,719</td><td>175,185</td></tr>
</table>
</td><td></td><td></td></tr>
<tr><td></td><td>JP-H2</td><td>135</td><td>Modify criteria 2 and 3 of Policy JP-H2, as follows:

“2~~. Aiming to deliver our share of at least 50,000 additional affordable homes across Greater Manchester up to 2037, with at least 60% being for social rent or affordable rent.~~ Maximising the delivery of additional affordable homes[81], including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability
3. Support provision of affordable housing~~, either on- or off-site,~~ as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)~~, with locally appropriate requirements being set by each local authority~~</td><td>To clarify, providing a strategic framework for local plans in setting targets for affordable homes</td><td>GMCA21 AP33</td></tr>
</table>

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	Para. 7.23	134	Modify paragraph 7.23, as follows: "There are around 72,000 households on the local authority registers, with over 26,000 of these identified as being in reasonable preference for housing.[79] It is estimated that around 38% of newly forming households are unable to afford to buy or rent a home at lower quartile prices.[80] New build is just one of the ways to meet this need. The Greater Manchester Housing Strategy sets out our aim to deliver at least 50,000 additional affordable homes across Greater Manchester as a whole (including Stockport) by 2037. It is important to note that not all affordable housing will be delivered through planning policy requirements and Section 106 Agreements. Local Plans will set targets for the provision of affordable housing for sale and rent as part of market-led residential development schemes. A high proportion of affordable housing is delivered by Local Authorities, Registered Providers and through the use of Government funding. This is likely to continue to be the case."	To clarify, providing a strategic context for local plans in setting targets for affordable homes	GMCA21 AP33
	Para. 7.31	136	Modify by deleting the final sentence of paragraph 7.31: "~~The land supply that has been identified responds to these needs as demonstrated by the table below.~~"	To clarify, resulting from the removal of Table 7.3 from the Plan	GMCA21 AP37
	Table 7.3	136-137	Remove Table 7.3 from the Plan.	To clarify, setting the context for the appropriate mix of dwelling types and sizes to be determined locally,	GMCA21 AP37

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
				reflecting local plan policies	
	JP-H3 (2nd para.)	138	Modify the second paragraph of Policy JP-H3 as follows: "~~The precise mix of dwelling types and sizes will be determined through district local plans, masterplans and other guidance, in order to reflect local circumstances and deliver an appropriate mix of dwellings across the plan area as a whole.~~ Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence."	To clarify that the reference is appropriately phrased	GMCA21 AP35
	Para. 7.34	138	Modify by adding a new paragraph after paragraph 7.34, as follows: "The following definitions and interpretation apply to Policy JP-H4: • Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site. • Distances should be measured from the boundary of the designated centre or GMAL area.[85] • All distances are measured in a straight line. The designated centres are as defined in district local plans. [85] GMAL is an abbreviation of Greater Manchester Accessibility Level, which measures the accessibility of locations across Greater Manchester by walking and public transport. Areas are	To clarify that text removed from Policy JP-H4 and forms part of the reasoned justification for the policy	GMCA21 AP38

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			scored on a scale of 1-8, with 8 being the most accessible. GMAL scores are published online at data.gov.uk."		
	JP-H4	138-140	Modify Policy JP-H4 as follows: "New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design.~~,~~ ~~in accordance with~~ Regard should be had to the minimum densities set out below:" "~~And where it would not compromise the overall delivery of new homes in the district~~". "In order to achieve an appropriate mix of housing across the plan area, ~~the densities above should typically be delivered as follows~~ developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design: A. 35-70 dwellings per hectare: primarily houses B. 70-120 dwellings per hectare: mix of houses and apartments C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable ~~Definitions and interpretation~~	To clarify that the reference is appropriately phrased and allows a degree of flexibility. Definitions and interpretation now form part of the reasoned justification.	GMCA21 AP38

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			~~• Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site.~~ ~~• Distances should be measured from the boundary of the designated centre or GMAL area.[85] All distances are measured in a straight line.~~ ~~• The designated centres are as defined in district local plans.~~ ~~[85] GMAL is an abbreviation of Greater Manchester Accessibility Layer, which measures the accessibility of locations across Greater Manchester by walking and public transport. Areas are scored on a scale of 1-8, with 8 being the most accessible. GMAL scores are published online at data.gov.uk.~~		
	Para 8.2	143	Modify header after paragraph 8.2 as follows: "~~Valuing Important Landscapes~~ <u>Landscape Character</u>"	To ensure clarity of interpretation and avoid ambiguity from the original name of the policy 'Valuing Important Landscapes' as it is acknowledged that these landscapes are not all valued in so far as	GMCA23 AP40

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
				paragraph 174(a) of the NPPF is concerned.	
	JP-G1 (title)	144	Modify Policy JP-G1 name as follows: "~~Valuing Important Landscapes~~ Landscape Character"	To ensure clarity of interpretation and avoid ambiguity from the original name of the policy 'Valuing Important Landscapes' as it is acknowledged that these landscapes are not all valued in so far as paragraph 174(a) of the NPPF is concerned.	GMCA23 AP40
	JP-G1 (1st para)	144	Modify Policy JP-G1, paragraph 1, as follows: "Development within a Landscape Character Type, as shown on Figure 8.1 and the Policies Map, should reflect and respond…"	To ensure clarity of interpretation over the areas to which the policy applies.	GMCA23 AP40

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
	JP-G1 (2nd para)	144	Modify Policy JP-G1, paragraph 2, as follows: "The interface of new development with the surrounding countryside/landscape is of particular important. These transitional areas require ~~Transitional areas around new development and the interface of new development with the surrounding countryside/landscape are also of particular importance, requiring~~ well-considered and sensitive treatment."	To clarify the term 'interface of new development' within Policy JP-G1.	GMCA5.1 PQ90
	Para 8.15	147	Modify by inserting three new paragraphs after paragraph 8.15, as follows: "The following opportunity areas (as broadly illustrated on Figure 8.3 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to our Green Infrastructure Network: a. Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington); b. Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale);	To avoid confusion within the policy wording of JP-G2 and ensure clarity of interpretation in so far as the broadly illustrated opportunity areas are concerned, given these are not clearly defined boundaries.	GMCA23 AP41 AP42

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			c. South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak); d. West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley); e. Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East); f. Red Moss and Middle Brook Valley (Bolton); g. Hulton Park (Bolton); h. Cutacre Country Park (Bolton, Salford and Wigan); i. Lower Medlock Valley (Manchester); j. Moston Brook Corridor (Manchester and Oldham); k. Roch Valley (Rochdale); l. Hollingworth Lake and Surrounds (Rochdale); and m. Carrington (Trafford) These Green Infrastructure Opportunity Areas have been chosen because they are or a strategic scale and capable of delivery strategic-scale improvements to the delivery of ecosystem services for large areas of Greater Manchester. The areas are not constraints on development and the development of grey infrastructure and built development within opportunity		

Main Mod Ref	PfE Ref.	PfE Page No.	Main Modification Text	Reason for modification	Doc/ PQ/ MIQ/AP Ref
			areas may facilitate the delivery of improvements in some areas. Where these Green Infrastructure Opportunity Areas overlap or are in close proximity to development allocations in this plan, appropriate measures to achieve the delivery of major green infrastructure improvements within and around the Green Infrastructure Network have been included within Policy JP-G2 and the delivery of green infrastructure improvements in accordance with the policy should also have regard to these opportunity areas."		
	Para 8.15	147	Modify by inserting four new paragraphs after paragraph 8.15, as follows: "The use of defined standards can help to ensure that there is sufficient quantity and quality of green infrastructure to meet the needs of residents and to deliver the overall green	To clarify information on greenspace standards resulting from consequential changes proposed as a result of	GMCA23 AP47 AP54

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			infrastructure network. A variety of standards have been developed by different organisations. We are committed to developing our own standards to supplement the Green Infrastructure Network and in doing so will have regard to whoever of these are most relevant and will provide appropriate supporting guidance as they develop. The GMCA will develop standards in relation to access to natural green space which seek to maximise the overall proportion of people in our boroughs who have access to natural green space, using the Accessible Natural Greenspace Standards (ANGSt) published by Natural England as a principal starting point as their focus on ensuring good accessibility to different sizes of green space for all residents. More detailed standards regarding specific habitats, designations, quality or functions of green space may be set out in district local plans, taking account of local circumstances and opportunities.	the deletion of Policy JP-G8.	

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			The GMCA will also develop standards in relation to a "Green Factor" which sets out the level of on-site green infrastructure that new developments are expected to provide so as to meet their occupants' needs and contribute to the extent and interconnectedness of the wider network. The Green Factor will provide a baseline expectation based on the proportion of the site that is covered by different types of green infrastructure features. Development has a major role in helping to achieve such standards and delivering improvements to the Green Infrastructure Network, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in this Plan provide opportunities to incorporate major areas of new accessible green infrastructure, delivering overall net gains in green infrastructure value to the benefit of local communities even if		

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			the quantity in that particular location may reduce. The way in which existing built areas have developed over time means that it will not be realistically possible to meet all of the standards in all parts of the plan area but they are an important aspiration to work towards wherever possible."		
	Para 8.15	147	Modify by inserting one new paragraph after paragraph 8.15 ,as follows: "Development proposals that involve the removal of land from the Green Belt and are required to contribute towards enhancements to the environmental quality and accessibility of remaining Green Belt land should consider the outcomes of the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the GM Green Belt (2020) when drawing up proposals. This study identifies potential projects to enhance the environmental quality and accessibility of the remaining Green Belt in relation	To clarify and ensure consistency with the requirements of paragraph 142 of the NPPF in respect of compensatory improvements to environmental quality and accessibility of remaining green belt, ensuring the Plan is fully justified and unambiguous.	GMCA71 AP92

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			in individual development allocations and should be a starting point for discussions with the relevant Local Authority."		
	Policy JP-G2 (2nd para)	147	Modify Policy JP-G2, paragraph 2, as follows: "The protection, management and enhancement of Green Infrastructure will contribute to the development of a Local Nature Recovery ~~Network~~ Strategy for Greater Manchester. This Strategy will feed into the development of a Nature Recovery Network locally and nationally."	To ensure clarity of interpretation and avoid ambiguity between the LNRS and an NRN.	GMCA23 AP43
	Policy JP-G2 (3rd para)	147/148	Modify Policy JP-G2 by deleting paragraph 3 and moving text to after paragraph 8.15, as follows: ~~"The following opportunity areas (as broadly illustrated on Figure 8.3 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to our Green Infrastructure Network:~~	To avoid confusion within the policy wording of JP-G2 and ensure clarity of interpretation in so far as the broadly illustrated opportunity areas are concerned, given these	GMCA23 AP41 AP42

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			~~a. Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington);~~ ~~b. Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale);~~ ~~c. South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak);~~ ~~d. West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley);~~ ~~e. Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East);~~ ~~f. Red Moss and Middle Brook Valley (Bolton);~~ ~~g. Hulton Park (Bolton);~~ ~~h. Cutacre Country Park (Bolton, Salford and Wigan);~~ ~~i. Lower Medlock Valley (Manchester);~~ ~~j. Moston Brook Corridor (Manchester and Oldham);~~ ~~k. Roch Valley (Rochdale);~~ ~~l. Hollingworth Lake and Surrounds (Rochdale); and~~ m. ~~Carrington (Trafford)~~"	are not clearly defined boundaries.	
	Policy JP-G2 (4th para)	148	Modify Policy JP-G2, paragraph 4, as follows: ""Development within and around the Green Infrastructure Network should be consistent with delivering major green	To avoid confusion and avoid repetition with text moved to the reasoned justification, ensuring	GMCA23 AP42

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			infrastructure improvements within them and should contribute to improvements. ~~Where Green Infrastructure Opportunity Areas overlap or are in close proximity to development allocations proposed in this plan appropriate measures to achieve this have been included. Further opportunities for delivering strategic green infrastructure enhancements and additional opportunities will be identified in the appropriate source(s) over time as the overall green infrastructure network evolves."~~	consistency with other proposed modifications.	
	Policy JP-G2	148	Modify Policy JP-G2 by inserting a new paragraph between paragraph 4 and 5 of Policy JP-G2, as follows: "Development which involves the removal of land from the Green Belt (including allocations proposed in this plan) will be required to offset the impact of removing land from the Green Belt through identifying and delivering compensatory improvements to the environmental quality and accessibility of	To clarify and ensure consistency with the requirements of paragraph 142 of the NPPF in respect of compensatory improvements to environmental quality and	GMCA23 AP44

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			remaining Green Belt in the vicinity of the site. Details of specific sites and projects will be established in discussion with the relevant Local Authority."	accessibility of remaining green belt, ensuring the Plan is fully justified and unambiguous.	
	Policy JP-G2 (5th para)	148	Modify Policy JP-G2, paragraph 5, as follows: "Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network ~~in accordance with the above priorities~~. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance."	To clarify and reflect consequential changes to the Plan / Policy JP-G2 wording.	GMCA23 AP46
	Policy JP-G3 (criterion 8)	153	Modify Policy JP-G3, criterion 8, as follows: "Where compatible with the requirements of commercial and freight use, increase the use of canals and watercourses for	To clarify and provide certainty that there should be no conflict between the ongoing	GMCA23 AP49

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			active travel, with improved and extended rights of way alongside the water providing walking and cycling routes for both recreation and commuting, thereby increasing access to natural green space; and"	commercial and freight requirements of canals (particularly the Manchester Ship Canal)	
	Policy JP-G4 (1st para)	155	Modify Policy JP-G4, paragraph 1, as follows: "The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands, as identified by the Mosslands and Lowland Farmland Landscape Character Type in Figure 8.1, will be protected, enhanced and restored, with a strong emphasis on reconnecting local communities to the natural and historic environments."	To clarify interpretation of the policy and avoid ambiguity over where these areas are identified.	GMCA23 AP50
	Para 8.33	156	Modify Paragraph 8.33 by inserting 4 new paragraphs after the second sentence, as follows: "The importance of the mosaic of moorland habitats is reflected in a range of international, national and local designations,	To clarify the proposed new criterion 7 to Policy JP-G5 to ensure the effectiveness of the Habitats Regulations	GMCA21 AP30

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			including parts of the large South Pennine Moors Special Area of Conservation and Special Protection Area. These habitats support important breeding bird populations. The HRA indicates that in the first instance new development should be avoided within 400m of the SAC and SPAs boundaries to limit the risk of urban edge effects which include: fly tipping, dumping of garden waste and resultant introduction of invasive/ alien plants; off-road vehicles leading to track erosion; disturbance to grazing livestock; increased incidence of wildfire; and predation from domestic pets and urban scavengers. Within 2.5km of the SPAs boundary new development should avoid and/or mitigate loss or disturbance to foraging habitats. Qualifying bird species of the SPAs can travel as far as 2.5km from the SPAs to forage.	Assessment (HRA) work to reduce the impact of the plan on European designated habitat sites by explaining the recreation disturbance impact on the South Pennine Moors SAC/SPAs, explaining the approach taken to mitigate the impact in the three zones, make reference to the districts of Rochdale, Oldham and Tameside, and to clarify the role of the SPA.	

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			On average, people travel no more than 7km to the South Pennine Moors for dog walking. The number of people living within 7km of the SAC and SPAs will increase as a result of the PfE which will place further pressure on these designated habitats from more trips to the moors for recreation, including dog walking. Therefore, within 7km of the SAC and SPAs new development should provide or contribute towards the provision of greenspace as an alternative to visiting the South Pennine Moors and contribute towards the implementation of a Strategic Access, Monitoring and Management Strategy. These distances from the South Pennine Moors SAC/SPAs fall within the districts of Rochdale, Oldham and Tameside and an SPD will provide further guidance on how criterion 7 of Policy JP-G5 will be implemented, including: • the exceptions in which development would be permitted within 400m of the SAC/SPAs: • how land should be assessed for functionally linked habitats within 2.5km of the SPAs, including guidance on avoidance and mitigation; and		

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			• a framework for the provision of Suitable Alternative Natural Greenspace (SANG) and the implementation of a Strategic Access, Monitoring and Management Strategy (SAMMS), including the mechanism for the calculation of the financial contributions, by reference to development types, the level of predicted recreational impact on the SAC and SPAs, and the measures upon which such contributions will be spent. The peat soils of the uplands store significant volumes of carbon, but extensive areas are degraded. Habitat restoration, particularly of blanket bog, but also other wetland habitats and woodland, will be important for addressing multiple green infrastructure priorities such as sequestering carbon from the atmosphere, minimising flood risk, reducing soil erosion, improving water quality, combating the heat island effect of Greater Manchester and enhancing biodiversity. However, such restoration may have future land use implications, for example by requiring the re-wetting of moorland and/or the blocking of drainage ditches.”		

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	Policy JP-G5 (1st para)	157	Modify Policy JP-G5, paragraph 1, as follows: "Our upland areas, as identified by the Open Moorlands and Enclosed Upland Fringes Landscape Character Types in Figure 8.1, contain important component parts of the green infrastructure network, including significant areas of blanket bog priority habitat, Sites of Biological Importance (SBIs), Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs), woodlands and habitats vulnerable to climate change. In making planning decisions and carrying out other associated activities, we will seek to:"	To clarify interpretation of the policy and avoid ambiguity over where these areas are identified.	GMCA23 AP51
	Policy JP-G5 (criterion 7)	157	Modify Policy JP-G5 by inserting an additional criterion 7, as follows:	To clarify, ensuring the effectiveness of the Habitats Regulations Assessment (HRA) work	M9.1 Q9.5 GMCA21

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			"7. Ensure that new development does not have an adverse impact on protected habitats of the South Pennine Moors SAC, the Peak District Moors SPA and the South Pennine Moors Phase 2 SPA from urban edge effects, loss of and/or disturbance to functionally linked habitats and recreation disturbances. This will be implemented by: a) within 400m of the SAC and SPAs boundaries, no development will be permitted, unless, as an exception, the development and/or its use would not have an adverse effect on the integrity of the SAC or SPAs; b) Within 2.5km of the SAC and SPAs boundaries, applications for new development should be accompanied by an assessment to determine if the development site provides foraging habitats for the qualifying bird species of the SPAs. If foraging habitats are found on site, appropriate avoidance and/or mitigation measures will be required. c) Within 7km of the SAC and SPAs boundaries, new residential development will be required to mitigate recreation disturbance impacts on the SAC and SPAs through:	to reduce the impact of the plan on European designated habitat sites, including the approach to mitigation in the three impact zones on the South Pennine Moors SAC/SPAs and the allocations to which Criterion 7 (c) applies to.	AP30 GMCA33 SQAP30

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			i. the provision of on-site suitable alternative natural greenspace or financially contribute to off-site provision of such greenspace; and ii. A financial contribution to the implementation of a Strategic Access, Monitoring and Management Strategy for the SAC and SPAs. With regards to allocations within this Plan, Criterion 7 (c) applies to the PfE allocations listed below: • Policy JP Allocation 12 'Beal Valley' • Policy JP Allocation 14 'Broadbent Moss' • Policy JP Allocation 15 'Chew Brook Vale' • Policy JP Allocation 16 'Cowlishaw' • Policy JP Allocation 22 'Land North of Smithy Bridge' • Policy JP Allocation 23 'Newhey Quarry' • Policy JP Allocation 24 'Roch Valley' • Policy JP Allocation 31 'Godley Green Garden Village'."		
	Policy JP-G6 (1st para)	159	Modify Policy JP-G6, paragraph 1 bullet point 2, as follows:	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of	GMCA23 AP52

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			"we will work with developers and other stakeholders to deliver new high quality urban green spaces ~~which meet accessibility standards~~."	the terms 'access', 'accessible' and 'accessibility'.	
	Para 8.44	160	Modify paragraph 8.44, as follows: "Impressive efforts have been made over the past three decades to increase tree cover and the results of this are starting to take effect. ~~and t~~These efforts ~~are now being~~ have been brought together under the Greater Manchester Tree and Woodland Strategy, ~~being~~ prepared on behalf of Greater Manchester by the City of Trees initiative~~, with the intention of being formally adopted as guidance which can inform planning decisions~~. This guidance provides an overarching strategy for individual districts to develop local tree strategies, greenspace plans or similar related strategies. Maturing woodlands…"	To clarify the application of the adopted Tree and Woodland Strategy by each District, as appropriate.	GMCA5.1 PQ93

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	Policy JP-G7	160-161	Modify the first paragraph of Policy JP-G7 and add a sentence after it, as follows: "~~In making planning decisions and carrying out other associated activities,~~ We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.~~, including by:~~ This will be done through local planning and associated activities such as:"	To clarify which elements of Policy JP-G7 are relevant to local plans and development management and what the implications are for development.	GMCA23 AP53
	Policy JP-G7	160-161	Modify Policy JP-G7 by adding a new sentence after criterion 11, as follows: "And through development as follows:"	To clarify which elements of Policy JP-G7 are relevant to local plans and development management and what	GMCA23 AP53

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				the implications are for development.	
	Policy JP-G8	161-162	Modify by deleting Policy JP-G8 and supporting paragraph 8.47 in their entirety as follows: "~~Standards for Greener Places~~ ~~8.47 The use of defined standards can help to ensure that there is sufficient quantity and quality of green infrastructure to meet the needs of residents and to deliver the overall green infrastructure network described in Policy JP-G 2 'Green Infrastructure Network'. A variety of standards have been developed by different organisations. We are committed to developing our own standards and in doing so will have regard to whichever of these are most relevant and will provide appropriate supporting guidance as they develop.~~ ~~Policy JP-G8: Standards for Greener Places~~	To clarify and avoid ambiguity and repetition within other parts of the plan; the policy does not set out specific development management or plan-making requirements and it is considered the text would be better placed elsewhere in the Plan / reasoned justification to Policy JP-G2.	GMCA23 AP54

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			~~We will develop standards in relation to:~~ • ~~Access to natural green space, which seek to maximise the overall proportion of people in our boroughs who have access to natural green space. The Accessible Natural Greenspace Standards (ANGSt) published by Natural England will provide the principal starting point as their focus on ensuring good accessibility to different sizes of green space for all residents make them an appropriate approach at a sub-regional level. More detailed standards regarding specific habitats, designations, quality or functions of green space may be set out in district local plans, taking account of local circumstances and opportunities.~~ • ~~A "Green Factor", which sets out the level of on-site green infrastructure that new developments are expected to provide so as to meet their occupants' needs and contribute to the extent and interconnectedness of the wider network. The Green Factor will provide a baseline expectation based on the proportion of the site that is covered by different types of green infrastructure features.~~		

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			~~Development has a major role in helping to achieve such standards, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in this Plan provide opportunities to incorporate major areas of new accessible green infrastructure, delivering overall net gains in green infrastructure value to the benefit of local communities even if the quantity in that particular location may reduce. The way in which existing built areas have developed over time means that it will not be realistically possible to meet all of the standards in all parts of the plan area but they are an important aspiration to work towards wherever possible."~~		
	Para 8.52	163	Modify Paragraph 8.52, as follows: "If our overall aims of a major net enhancement of biodiversity value and improved access to nature are to be achieved then all new development will have to play its part, each delivering a	To clarify and avoid ambiguity by referring to the DEFRA metric.	GMCA23 AP57

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			net gain in biodiversity. This could involve the protection and improvement of existing habitats, the creation of new ones, and/or the strengthening of connections between them. The Defra metric (DEFRA 3.0 or later) ~~Recognised metrics~~ will be applied to new development proposals to calculate and demonstrate a measurable net gain in biodiversity of no less than 10%."		
	Para 8.53	164	Modify Paragraph 8.53, as follows: "…. Over half of the UK's soil carbon store is contained in peat soils. Development will ordinarily be directed away from valuable soils, unless robust evidence in accordance with relevant government and other guidance indicates otherwise, and the Plan's strong preference for brownfield development will assist in this. However, given the overall scale of development that needs to be accommodated, a limited amount of development on high grade agricultural land is	To avoid confusion and ensure clarity of interpretation avoiding requirement for agricultural land consideration within the biodiversity net gain policy. Text in the reasoned justification still	GMCA23 AP58

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			necessary as it is critical to the delivery of wider development proposals."	provides adequate consideration.	
	Para 8.53	164	Modify by inserting new paragraph after paragraph 8.53, as follows: "In line with the outcomes of the HRA, where appropriate, new development should: mitigate air pollution impacts on the Manchester Mosses SAC with reference to Policy JP-C7; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to Policy JP-G5; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC with reference to policies JPA-2, JPA-20 and JPA-22."	To clarify and ensure the effectiveness of the Habitats Regulations Assessment (HRA) work to reduce the impact of the Plan on European designated habitat sites.	GMCA21 AP31
	Policy JP-G9 (1st para)	164-165	Modify Policy JP-G9, paragraph 1, as follows:	To clarify which parts of the policy relate to the	GMCA23 AP56

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			"~~Across the plan as a whole, a~~ Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by:"	development of local plans.	
	Policy JP-G9 (criterion 4)	164-165	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 and ensure the reference is appropriately phrased.	GMCA23 AP55 AP56 AP59
	Policy JP-G9 (2nd para)	164-165	Modify Policy JP-G9, paragraph 2, as follows: "Development will be expected to: a. Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, ~~and including~~ through	To clarify, avoid repetition and reflect the wording of NPPF paragraph 180(a) and ensure the effectiveness of the Habitats Regulations Assessment (HRA) work	GMCA23 AP55 AP58 AP59 GMCA21 AP31

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			consideration of alternative sites with less harmful impacts ~~where appropriate~~, then ii. Adequately ~~M~~mitigating ~~(within the local area)~~ any harm to biodiversity, then iii. Adequately ~~C~~compensating ~~(within the local area)~~ for any remaining harm to biodiversity b. Avoid fragmenting or severing connectivity between habitats; c. Achieve a measurable net gain in biodiversity of no less than 10%; d. Make appropriate provision for long-term management of habitats and geological features connected to the development; and ~~e. Provide robust evidence in accordance with relevant government and other guidance, including field surveys wherever development of 'best and most versatile' agricultural land is proposed or to establish the status of the land within the Agricultural Land Classification.~~ f. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC.”	to reduce the impact of the plan on European designated habitat sites.	

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	Policy JP-G9 (3rd para)	164-165	Modify Policy JP-G9 by deleting paragraph 3 in its entirety, as follows: ~~"Whilst off-site habitat enhancement and creation required as part of the mitigation hierarchy (or to achieve a measurable net gain in biodiversity of no less than 10%) should be local to the site regard should be had to supporting strategic biodiversity priorities and initiatives."~~	To avoid ambiguity and repetition as a result of other consequential changes to the policy.	GMCA23 AP55
	Para 8.55	166	Modify bullet point 1 of paragraph 8.55, as follows: "• Landscape, see Policy JP-G 1 '~~Valuing Important Landscapes~~Landscape Character';"	To ensure consistency as a result of changes to the title of Policy JP-G1	GMCA23 AP40
	Policy JP-G10 (1st para)	167	Modify Policy JP-G10, paragraph 1, as follows:	To clarify that the reference is appropriately phrased and the	GMCA23 AP60

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			"The Green Belt is ~~as~~ defined on the Policies Map and illustrated on Figure 8.6~~will be afforded strong protection in accordance with the National Planning Policy Framework~~. The 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:"	application of this policy in relation to NPPF paragraph 138 and ensure consistency and provide clear wording that cannot be misinterpreted.	
	Policy JP-G10 (2nd para)	167	Modify Policy JP-G10, paragraph 2, as follows: "~~Positive and~~ The beneficial use of the Green Belt will be ~~supported~~ enhanced where…"	To clarify the application of the policy in relation to NPPF paragraph 145.	GMCA3.1 PQ38(c)
	Policy JP-G10 (3rd para)	167	Modify Policy JP-G10 by deleting paragraph 3 in its entirety, as follows: ~~"Within the allocations identified on the Policies Map, Green Belt policies will be strictly applied to the development areas removed from the Green Belt by this plan except in the case of~~	To ensure consistency with national planning policy.	GMCA2 AP61

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			~~planning applications complying with the relevant allocations policies (see 11 'Allocations').”~~		
	Policy JP-G11	168-169	Modify by deleting Policy JP-G11 and supporting paragraphs 8.63 – 8.67 in their entirety as follows: ~~“Safeguarded Land~~ ~~8.63 National policy states that Green Belt boundaries in development plans should be altered only exceptionally and should not normally be needed to be altered at the end of the plan period. National guidance details that safeguarded land can be identified in order to meet long term development needs stretching well beyond the plan period.~~ ~~8.64 Safeguarded Land helps to protect the Green Belt by providing a reserve of land to meet development needs in the longer term without having to encroach on Green Belt. It is land~~	The policy relates to only one piece of safeguarded land which is also covered by allocation policy JPA3.2. Removing policy avoid confusion and ensures clarity of interpretation.	GMCA23 AP62

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			~~that sits between a settlement edge and the Green Belt that could be identified in a development plan to meet future development needs if required. Identifying land in this way means that Green Belt boundaries do not need to be altered every time a development plan is reviewed and therefore enables Green Belt boundaries to endure into the future.~~ ~~8.65 The Plan allocates a number of sites for development, both for new homes and employment. A number of these sites have capacity for development beyond the plan period, therefore helping to ensure that the Green Belt boundaries in this Plan endure into the future.~~ ~~8.66 To supplement the capacity in these sites, the plan also identifies a small number of sites as safeguarded land. This land will help to meet longer term development needs which cannot be met within the urban areas or on previously~~		

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			~~developed land and will further safeguard the Green Belt boundaries identified in this plan in that area.~~ ~~8.67 It is important that protected open land is not released for development unless the need to do so can be justified, that the site is in a sustainable location, taking account of the Spatial Strategy, for the intended use and that it does not harm important landscapes, green features or local residential amenity.~~ ~~Policy JP-G11: Safeguarded Land~~ ~~The following area of open land, outside the urban area and not in the Green Belt, is identified on the Policies Map and protected from development:~~ • ~~Land adjacent to the proposed HS2 Manchester Airport Station~~ ~~Development on this land will only be permitted where it would:~~		

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			~~• Be acceptable were it in the Green Belt; and~~ ~~• Not prejudice the future use of the land.~~ ~~• Safeguarded Land will only be released for development where the following apply:~~ ~~• There is evidence that the development is needed and that 'urban' brownfield and greenfield sites are not available to meet those needs;~~ ~~• The proposed development is sustainable and is in accordance with the overall Spatial Strategy;~~ ~~• The proposed development is supported by a comprehensive scheme for its delivery, including the provision of necessary infrastructure and measures to positively mitigate environmental impacts; and~~ ~~• The proposed development is supported by an appraisal of the landscape and visual impacts and incorporates appropriate positive mitigation.~~ ~~•~~ ~~Where the release of safeguarded land can be justified, this will be done through a review of this Plan or through the preparation of a local planning authority's local plan."~~		
	Para. 9.9	175	Modify by inserting after the final sentence paragraph 9.9 of the reasoned justification paragraphs 5.24 – 5.28, as follows: "9.9 …..Achieving all of this will help to ensure that all places are characterised by empowered and informed residents,	To ensure that the broad ambition for Greater Manchester to be one of the most resilient cities in the world is captured, and	GMCA21 AP22 & GMCA23 AP65

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			workers and visitors, with a sense of ownership and high levels of societal participation and social interaction. (para 5.24) Greater Manchester aims to be one of the most resilient places in the world. (para 5.25) A key part of achieving sustainable development is ensuring resilience, making sure that our places maintain capacity to function, so that the people living and working here survive and thrive no matter what stresses or shocks they encounter. A significant challenge within this is the ability to respond to future impacts from climate change. (para 5.26) Greater Manchester is part of the Rockefeller Foundation's 100 Resilient Cities programme (100RC)(44), which aims to help cities become more resilient to potential challenges. Greater Manchester has produced a Resilience Strategy as part of this programme. The ten districts have also signed up to the United Nations' Making Cities Resilient Campaign, which aims to reduce disaster risk. (para 5.27) The need to plan to reduce chronic stresses as well as minimise the impact of acute shocks means that planning for resilience has to be all-embracing, and so many elements of this plan have a role to play. (para 5.28) The Greater Manchester Community Risk Register(45) and work under the 100RC programme identify	that the links between resilience and delivering sustainable places are made	

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			that river and surface water flooding, hazardous materials accidents, terrorism, and disease outbreaks are some of the most significant resilience challenges faced. The way in which Greater Manchester develops will have a significant impact on future levels of risk and vulnerability, and the ability of people and places to recover from acute shocks. Para 9.10 'High quality design will be fundamental to achieving all of this, helping to ensure that Greater Manchester can deliver the attractive places that will enable it to compete successfully with other major cities across the world…."		
	Policy JP-P1 (criterion 1A)	175	Modify criterion 1A of Policy JP-P1, as follows: "~~Responds to~~ Conserves and enhances the natural environment, landscape features, historic environment and local history and culture."	To clarify by ensuring the policy more accurately aligns with the NPPF	M10.1 Q10.1
	Policy JP-P1 (criterion 4)	175	Modify criterion 4 of Policy JP-P1, as follows: "4. Resilient, capable of dealing with major environmental ~~and economic~~ events"	To clarify, ensuring that policies in the Plan are clearly written and unambiguous	GMCA23 AP65
	Policy JP-P1 (criterion 8)	175	Modify criterion 8 of Policy JP-P1, as follows: "8. Safe, including by designing out crime and terrorism, and reducing opportunities for anti-social behaviour' and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster."	To clarify, ensuring that policies in the Plan are clearly written and unambiguous and avoid unnecessary duplication	GMCA21 AP22 & GMCA23 AP65

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	Policy JP-P1 (criterion 11)	175	Modify criterion 11 of Policy JP-P1, as follows: "11. Incorporating ~~accessibility~~ inclusive design ~~standards~~ within all spaces with support for tackling inequality and poverty to form part of creating sustainable places"	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36
	Policy JP-P2 (1st para.)	178	Modify the first paragraph of Policy JP-P2, as follows: "~~Through this Plan we~~ We will proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place."	To clarify, ensuring consistency across the Plan To improve the clarity of the policy and improve the effectiveness of its application	GMCA23 AP67 M10.1 Q10.2
	Policy JP-P2 (2nd para.)	178	Modify the first and second sentences of the second paragraph of Policy JP-P2, as follows: First sentence "Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for ~~safeguarding~~ conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites,	To clarify by ensuring the policy more accurately aligns with the NPPF and improves the effectiveness of its application	M10.1 Q10.2

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

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			~~conservation area appraisal as making a positive contribution to the area. Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.~~ ~~Development proposals should identify assets of archaeological interest and use this information to avoid harm or minimise it through design and appropriate mitigation.~~ ~~Where applicable, development should make provision for the protection of significant archaeological assets and landscapes.~~ ~~The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.~~ Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Where heritage assets have been identified as being….”		
	Policy JP-P2 (6th para.)	179	Modify the end of the sixth paragraph of the Policy JP-P2, as follows: “…Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester’s heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan.”	To improve the clarity of the policy and improve the effectiveness of its application	M10.1 Q10.2
	Policy JP-P3 (1st para.)	180	Modify the opening sentence of Policy JP-P3, as follows:	To clarify, ensuring consistency across the Plan	GMCA23 AP71 & AP72

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			"~~Through this Plan we~~ We will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures, where appropriate, including:"		
	Policy JP-P3 (criteria 7) and para 9.15	180	Modify Policy JP-P3 criteria 7 and paragraph 9.15, as follows: "7. Considering the ~~designation~~ identification of 'Creative Improvement Districts' where there is evidence that the ~~designation~~ identification will enhance the local economy and provide facilities and workspace for the creative industries;" Paragraph 9.15 "The continued enhancement of cultural opportunities is central to place-making across Greater Manchester. The importance of culture and the night time economy will need to be reflected in the way in which our cities, towns and neighbourhoods develop, with individual developments contributing towards this. Creative Improvement Districts form part of Greater Manchester's cultural and economic response to the pandemic, as set out in the GM Culture Recovery Plan, to support the recovery of high streets across Greater Manchester's town centres. They will be delivered as part of culture, night time economy and creative-led regeneration programmes."	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. To clarify, ensuring flexibility and responsive support measures can be readily identified to	M10.1 Q10.3 GMCA 5.1 PQ95 GMCA23 AP70

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				creative industries, as appropriate.	
	Policy JP-P4	181-182	Modify the first paragraph of Policy JP-P4, as follows: "The ~~existing~~ upper levels of the hierarchy of centres for retail and leisure uses will be maintained and enhanced. These ~~upper levels of the hierarchy of centres~~ are:" A. City Centre (within Manchester and Salford) B. Main town centres: 1. Altrincham (Trafford) 2. Ashton-under-Lyne (Tameside) 3. Bolton (Bolton) 4. Bury (Bury) 5. Oldham (Oldham) 6. Rochdale (Rochdale) 7. Salford Quays (Salford) ~~7~~8. Wigan (Wigan) " "~~A new town centre is proposed for designation at Salford Quays in the Publication Draft Salford Local Plan: Development Management Policies and Designations. Should this designation become part of the Salford Local Plan, Salford Quays will be classed as a Main Town Centre for the purposes of this policy~~."	To clarify, ensuring that policies in the Plan are clearly written and unambiguous, whilst reflecting the status of Salford Quays as a main town centre	GMCA23 AP73 & AP74

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	Policy JP-P4 (new para.)	182	Modify by transferring paragraph 9.21 of the supporting text (in its entirety) into a new paragraph at the end of Policy JP-P4, as follows: "The boundaries of the centres and detail of other centres at lower levels of the hierarchy are defined in district local plans. Appropriate large-scale retail and leisure development will be accommodated within the centres in the upper levels of the hierarchy. The need for the expansion of any existing centres, or the provision of new centres, will be identified in district local plans."	To clarify Policy JP-P4 by correcting a drafting error and re-instating policy content that existed in an earlier version of the plan (GMSF 2019)	M10.1 Q10.5 GMCA23 AP73
	Para. 9.32	185	Modify the second bullet point of paragraph 9.32, as follows: • "Increasing the supply of high quality and affordable homes that meet minimum size and 'accessible and adaptable' ~~accessibility~~ standards, as set out in Part M4 (2) of the Building Regulations for new housing, helping to ensure that everyone has a decent place to live "	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36
	Policy JP-P6 (criterion C) and para. 9.33	185-186	Modify criterion C of Policy JP-P6 and delete the final sentence of the reasoned justification at paragraph 9.33, as follows: "C. Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals ~~where the local planning authority considers it~~	To provide clarity on the threshold for the requirement for a Health Impact Assessment and by ensuring that policies in the Plan are clearly written and unambiguous,	GMCA23 AP75 & AP76

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			~~appropriate~~ <u>which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing</u>." "Para. 9.33 I~~t is expected that Health Impact Assessments are undertaken in support of all developments which require an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.~~"		
	Policy JP-P6 (criterion 1)	186	Modify criterion 1 of Policy JP-P6, as follows: "1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments~~ that would significantly increase demand~~ <u>proportionate to the additional demand that they would generate</u>;"	To clarify, ensuring that Policy JP-P6 effective and consistent with national policy.	GMCA23 AP77
	Para. 9.38	187	Modify the reasoned justification to JP-P7 at paragraph 9.38, as follows: "Ensuring the continued availability of and easy access to a high-quality range of sport and recreation facilities~~, meeting accessibility standards,~~ would therefore help to achieve key objectives such as improving the health of residents, and making Greater Manchester a more attractive place to live and visit. The appropriate level of provision will often depend on local circumstances such as the type and scale of demand, and the availability of suitable land. Consequently, <u>where appropriate</u>, standards for access to some recreation facilities such as parks~~, sports pitches~~ and allotments will be set by individual local authorities and set out in Local Plans. <u>The</u>	To clarify, ensuring consistency across the Plan and removing any ambiguity in the use of the terms "access", "accessible" and "accessibility"	GMCA24 AP36 GMCA 5.1 PQ96

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

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			"7. Encouraging the incorporation of a sports facilities mix in all education settings, that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible~~,~~ ~~ensuring they meet accessibility standards~~."		
	Para. 10.14	194	Modify the reasoned justification text at paragraph 10.14, as follows: "10.14 The 10 GM authorities are currently developing a Clean Air Plan, to accelerate compliance with the legal limit for Nitrogen dioxide and to protect and promote the health of its population and the environment. ~~This will see the introduction of a Clean Air Zone covering the whole of the GM conurbation, to tackle the most polluting vehicles on the road network, alongside further supporting measures.~~"	To clarify the position of the Clean Air Plan across the 10 GM authorities and ensure consistency within the Plan	GMCA 5.1 PQ79
	Picture 10.2	XX	Make clear that the area of Peak District National Park, lying within Oldham, is excluded from the jurisdiction of the PfE Plan	To clarify the status of the Peak District National Park as a separate planning authority area.	GMCA 3.1 PQ44
	Picture 10.4	198	Modify Picture 10.4 with a revised title: Picture 10.4 "Change in daily trips~~,~~ (~~now~~ 2017 to 2040) Modify Picture 10.4 with a revised key: Public Transport and Active Travel Car or Other	To clarify, providing alignment with the Transport Strategy 2040 for monitoring purposes and ensuring a consistent baseline between the two strategies	GMCA23 AP79

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	Para. 10.27	199	Modify the reasoned justification at paragraph 10.27 to include an additional bullet point, as follows: • Targeted behaviour change activities through established programmes; ~~and~~ • Safety and security measures and programmes to make the transport network safe and secure for all users~~.~~; and • "Enabling the prioritisation of more sustainable modes of transport to encourage use and put more vulnerable transport users first informed by the hierarchy contained in the 2016 NACTO Global Street Design Guide adopted by GMCA in 2017."	To clarify that the source of the hierarchy set out within paragraph 10.27 To clarify further, prioritising more vulnerable transport users	GMCA23 AP80
	JP-C1 (criterion 5)	200	Modify Policy JP-C1, as follows: "5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the ~~Global Street Design Guide(125)~~ hierarchy set out below (highest priority first):"	To clarify that the reference is appropriately phrased	GMCA23 AP80
	JP-C2 (1st para. and criterion 2)	201	Modify the first paragraph of Policy JP-C2, as follows: "We support the provision of affordable, high quality, digital infrastructure. ~~Developers are expected to work and share costs with telecoms operators as appropriate to maximise coverage and enable consumers to make informed choices. It is expected that internet connections will work immediately when residents move into new properties~~" "2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting compliant with telecoms standards, to	To provide further clarity in respect of the expectations for developers including in relation to issues of costs and viability.	GMCA23 AP81

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			facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties; and"		
	JP-C3 (1st para.)	205	Modify Policy JP-C3, first paragraph, as follows: "~~Major improvements to the public transport network are at various stages of development and an ambitious programme for delivering public transport interventions is set out within Our Five Year Transport Delivery Plan~~. In order to help deliver major improvements to public transport, we will support a range of measures, including:"	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	Para. 10.54	206	Modify the start of paragraph 10.54, as follows: "10.54 The Strategic Road Network will be required to perform the function of facilitating the safe and efficient movement of people and goods. Ongoing collaboration between National Highways, TfGM and the Local Authorities will be essential in ensuring that the SRN in Greater Manchester operates in an effective and efficient manner; and best contributes to sustainable economic growth. Greater Manchester benefits from a strategic location on the national motorway network…"	To clarify, ensuring that there is a coordinated approach to the planning and delivery of interventions on the SRN	GMCA23 AP82 M11.1 Q11.1
	New Policy (after para. 10.55)	206	Modify by inserting a new policy after paragraph 10.55, as follows: "New Policy - The Strategic Road Network We will work with Department for Transport, National Highways, Transport for the North and TfGM to ensure a co-ordinated approach to the planning and delivery of potential interventions on the SRN and at interfaces with the local street	To clarify, following agreement with National Highways, by including an additional policy relating to the Strategic Road Network	GMCA23 AP82

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			network, as Local Plans, site Masterplans and planning applications come forward in accordance with Department for Transport, National Highways, and other UK Government policy and guidance as applicable."		
	JP-C4 (2nd para.)	208	Modify first sentence of the second paragraph of Policy JP-C4, as follows: "We will ~~work with Department for of Transport, Highways England, Transport for the North and TfGM~~ seek to ensure:"	To clarify removing any ambiguity about what is sought and by whom from the Policy	GMCA23 AP83
	JP-C4 (criterion 1c)	208	Modify Policy JP-C4, criterion 1c, as follows: "c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of the ~~"Bee Network"~~ an integrated sustainable transport network;"	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	JP-C5 (criterion 1)	210	Modify Policy JP-C5, criterion 1, as follows: "1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to ~~using~~ national and locally adopted design guidance;"	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	JP-C5 (criterion 4)	210	Modify Policy JP-C5 criterion 4, as follows: "4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings ~~which form part of the Bee Network~~;"	To clarify that the reference is appropriately phrased	GMCA 5.1 PQ74
	JP-C5 (criterion 7)		Delete Policy JP-C5 criterion 7, as follows: ~~7. Ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into the~~	To avoid duplication of policy criterion	M11.1 Q11.1c

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			~~existing walking and cycling infrastructure in accordance with JP-C7.~~		
	Para. 10.71	211	Modify by inserting a new paragraph after 10.71 in the reasoned justification, as follows: "It is recognised that on certain parts of the SRN and at certain times a shortage of parking facilities for HGVs can make it difficult for drivers to find safe space to stop and adhere to requirements for mandatory breaks and rests. The provision of new and improved facilities would improve driver welfare and help avoid inappropriate HGV parking on local roads. To alleviate the shortage, the expansion and improvement of existing facilities, or creation of new facilities, will be supported where it is appropriate to do so."	To clarify, resulting in a consequential change to the Plan by including reference to the provision of overnight parking facilities for heavy goods vehicles on employment sites in defined circumstances	GMCA23 AP84
	JP-C6 (criterion 4)	211	Modify by inserting a new criterion after criterion 4 in Policy JP-C6, as follows: . "Enabling the provision of overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where there is likely to be demand, and it is appropriate to the location."	To clarify, resulting in a consequential change to the Plan by including reference to the provision of overnight parking facilities for heavy goods vehicles on employment sites in defined circumstances	GMCA23 AP84
	Para. 10.76 (see also Appendix D below)	212	Modify by inserting after paragraph 10.76, as follows: "Policies within JPA-C7 seek to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements on the highway network. Where a transport assessment is required, this should	To clarify, providing the appropriate context for Policy JP-C7 and the new Appendix D	GMCA23 AP85(c)

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			start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. In the first instance, new development should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible. Appendix D[6] sets out the indicative transport mitigation that has been identified in relation to the Plan allocations (through the Locality Assessment process and the SRN Future Work Programme Technical Report) in a single strategic "worst-case" scenario. Detailed scenarios, underpinned by local traffic counts, will need to be assessed and developers will need to develop effective detailed mitigation for the site which demonstrates that the mitigation will deliver the vision identified. The interventions in Appendix D to support walking, wheeling and cycle movements and to facilitate access to high-quality public transport should be considered as a starting point for developers to mitigate the impacts of allocations. The highway interventions in Appendix D should be considered by developers to mitigate the impact of allocations only once alternative options to manage down the traffic impacts of		

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

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			planned development have been considered as a first preference. The existing evidence suggests that the "necessary" mitigation would be required to deliver the allocations in the scenario tested, and "supporting" mitigation are complementary measures that could further improve the accessibility and/or transport sustainability of the allocation. As a starting point, it would be beneficial to consider both necessary and supporting interventions through the Transport Assessment scenario testing. In order to assess the cumulative impacts of growth, when undertaking a Transport Assessment for development proposals that are consistent with the Plan, developers will need to consider committed development, including relevant local plan allocations, where there is a reasonable degree of certainty they will proceed within the next 3 years. In consultation with local highways authorities, developers should agree the committed developments / allocations and potential transport interventions (which may come forward in the next 3 years) that should be considered in the assessment. Where development proposals are not consistent with an up-to-date plan or strategy, the Transport Assessment should include all relevant development that is consented or allocated over the entirety of the plan period.		

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			Developers will be expected to contribute to the funding and delivery of required new infrastructure or services."		
	JP-C7 (1st para.)	212	Modify the first paragraph of Policy JP-C7, as follows: "~~Planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plan where appropriate.~~ We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments."	To clarify, by moving this part of the policy to ensure it is effective	GMCA23 AP85(c)
	JP-C7 (criterion 1)	213	Modify by replacing bullet 2 of criterion 1 in Policy JP-C7, as follows: ~~"Ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into the existing walking and cycling infrastructure"~~ "Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists, and people with a disability"	To improve the clarity of the policy	GMCA23 AP85(a)
	JP-C7 (criterion 7)	213	Modify criterion 7 of Policy JP-C7, as follows: ~~"Complying with any parking standards set out in local plans including making adequate parking provision for disabled car drivers and passengers;~~ Making adequate car parking provision, including for disabled car drivers and passengers."	To improve the clarity of the policy	GMCA23 AP85(b)

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	JP-C7 (new criterion after 11)	213	Modify by inserting a new criterion after criterion 11 in Policy JP-C7, as follows: Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location."	To clarify, resulting in a consequential change to the Plan by including reference to the provision of overnight parking facilities for heavy goods vehicles on employment sites in defined circumstances	GMCA23 AP84
	JP-C7 (criterion 14) (see also Appendix D below)	213	Modify by inserting a new paragraph after criterion14 in Policy JP-C7, as follows: "Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a transport assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate." And further modify by following with:	To clarify, ensuring that the policy is effective. It is considered necessary to replace the final sentence with reference to a new appendix which lists the potential interventions that should be considered during the TA process To clarify what is meant by "Holcroft Moss the	GMCA23 AP85(c)

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			"Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss ~~the Manchester Mosses SAC~~ of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."	Manchester Mosses SAC"	

	Chapter 11	218	Modify the policy text and reasoned justification for all the allocations which include a Mineral Safeguarding Area (MSA), as identified in the Greater Manchester Joint Minerals Plan. These modifications relate to all allocations with the exception of the following, which do not contain a MSA: • JPA 3.1 Medipark • JPA 3.2 Timperley Wedge • JPA 10 Global Logistics • JPA 15 Chew Brook Vale (Robert Fletchers) • JPA 16 Cowlishaw • JPA 28 North of Irlam Station • JPA 36 Pocket Nook The following new policy requirement is proposed to be added to the relevant allocations: "Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	Para.11.2	218	Modify paragraph 11.2 by inserting additional text, deletion of the original modification and by inserting a new paragraph after 11.2, as follows: "The majority of the development required to deliver this Plan's spatial strategy will be within the existing urban area. Figure 11.1 'Existing land identified for office, industrial/warehousing and housing development 2020' shows the existing land identified for office, industrial and housing development through our land availability assessments. This land supply is updated annually and includes the identification of suitable	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

			brownfield sites and where appropriate the optimisation of density ratios, in line with the overall strategy. ~~As appropriate, district Local Plans will allocate sites from this supply~~." New paragraph: <u>As appropriate, district Local Plans will allocate sites from this supply reflecting the distribution set out in tables 6.1, 6.2 and 7.2, to ensure that the spatial strategy can be met. In the event that it proves necessary to look to land beyond the existing supply, as updated, national planning policy would apply including in the case of the Green Belt the requirement for exceptional circumstances.</u>	To clarify and to avoid repetition To clarify that local plans will allocate land reflecting the distribution set out in tables 6.1, 6.2 and 7.2 in order to ensure that the spatial strategy set out in the Plan can be met	GMCA1.1 AP3 GMCA1.1 AP3
	Figure 11.1	218	Amend title of Figure 11.1: Figure 11.1 Existing land identified for office, industrial/warehousing and housing development ~~2020~~ <u>2022</u> to refer to 2022; update the data to 2022 and; exclude the Peak District National Park area	To reflect update to 2022 land supply	GMCA11.1 AP5
	Picture 11.2	220	Amend title as follows: ~~Picture~~ <u>Figure</u> 11.2 Places for Everyone Allocations ~~2021~~; Modify Figure 11.2 to reflect proposed modifications to Site Allocation boundaries	To ensure consistency with numbering of figures in Chapter 11; To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Site Allocation boundaries	-

	Picture 11.3	223	Modify Picture 11.3 to reflect the consequential changes that are required resulting from the proposed change to the site allocation boundary of JPA1.2 Northern Gateway Simister / Bowlee.	To clarify the Plan and ensure that there is no ambiguity in relation to changes proposed to the Site Allocation boundaries	-
	JPA1.1	225	Deletion of the first paragraph as follows: ~~Any proposals for this allocation must be in accordance with a comprehensive masterplan relating to the area to come forward in the plan period that has been previously approved by the LPA(s). It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.~~	To clarify and it ensure consistency as JP-D1 requires an infrastructure phasing and delivery strategy	GMCA71 AP94
	JPA1.1	225	Add Criterion as follows: Development at this allocation will be required to: <u>Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy agreed with the local planning authorities;</u>	To provide clarity	GMCA71 AP94
	JPA1.1	225	Modify bullet point 1i as follows: “Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around ~~700,000~~ <u>935,000</u> sqm being delivered within the plan period). This should comprise a mix of high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors including the development of an Advanced Manufacturing Park;”	To reflect update to 2022 land supply and the change to the plan period	GMCA11.1 AP5

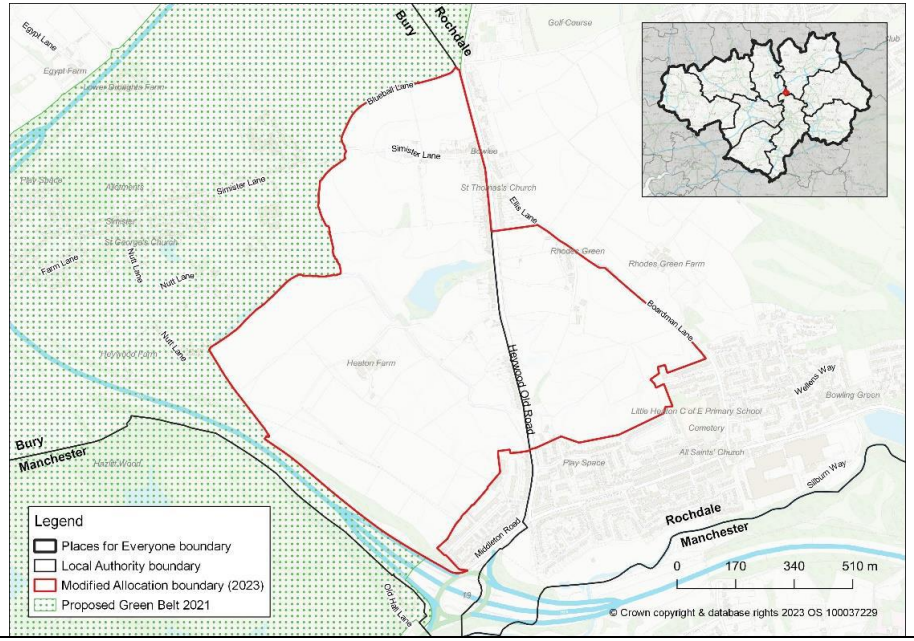
	JPA1.1	226	Modify bullet point 1iii as follows: Deliver around 200 new homes, which includes an appropriate mix of house types and sizes and the provision of plots for custom and self-build housing (subject to local demand, having regard to Bury's self-build register and other relevant evidence), in the west of the allocation off Castle Road ensuring that an appropriate buffer is incorporated to separate this part of the allocation from the wider employment area and that appropriate highways measures are in place to prevent the use of residential roads by traffic associated with the wider employment area; and	Response to AP94 to provide clarity with regard to the self-build register.	GMCA71 AP94
	JPA1.1	226	Modify bullet point 1iv as follows: iv. Deliver ~~A~~an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities. These should be in accessible locations and of a genuinely ancillary scale that is appropriate to the main employment use of the allocation.	It is considered that a modification to the wording of part 1(iv) is required to provide clarification in terms of the types, scale and location of such facilities.	GMCA71 AP94
	JPA1.1	226	Modify Criterion 2 as follows: 2. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7; ~~Make provision for significant new and improved highways infrastructure to enable the proposed level of development to be accommodated, including:~~ ~~i. Improvements to Junction 3 of the M66;~~ ~~ii. Improved links between Junction 3 of the M66 and Junction 19 of the M62;~~ ~~iii. Other off-site highway works where these are necessary to ensure acceptable traffic movement, including a contribution~~	To provide consistency by referencing transport interventions set out in Appendix D	GMCA71 AP94

			~~towards the mitigation proposed at Croft Lane, Hollins Lane/Hollins Brow~~		
	JPA1.1	226	Delete Criterion 3	To provide consistency by referencing transport interventions set out in Appendix D	GMCA71 AP94
	JPA1.1	226	Delete Criterion 4	To provide consistency by referencing transport interventions set out in Appendix D	GMCA71 AP94
	JPA1.1	226	Delete Criterion 6	It is considered that requirements for a contribution towards education provision are adequately dealt with elsewhere in the Plan (Policy JP-P5)	GMCA71 AP94
	JPA1.1	226	Delete Criterion 7	It is considered that these requirements are covered by Policy JP-D1 and JP-S2	GMCA71 AP94
	JPA1.1	226	Amend Criterion 9 as follows: 9. Retain and enhance existing recreation facilities (including Castlebrook High School playing fields and Pike Fold Golf Course) or, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location. ~~Retain, enhance and replace existing recreation facilities, where required, and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;~~	It is considered that a modification to part 9 is required to provide clarification in terms of the intended approach towards the retention, enhancement and/or replacement of existing recreational facilities within the site and the specific recreation	GMCA71 AP94

				facilities to which the requirement would apply. However, reference to the provision of new recreational facilities to meet the needs of prospective residents is adequately dealt with elsewhere in the Plan (Policy JP-P7)	
	JPA1.1	226	Amend Criterion 10 as follows: 10. Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure ~~to provide health benefits to workers and residents as well as creating a visually attractive environment and providing linkages to the site's wider drainage strategy in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. This should include~~ <u>including</u> the integration and enhancement of existing features such as ~~Hollins Brook/~~Brightly Brook, ~~SBI and~~ Whittle Brook <u>and</u> Castle Brook;	It is considered that a modification to the wording of part 10 is required to provide clarification in terms of requiring the provision of green and blue infrastructure to refer to the need to integrate and enhance specific features within the site.	GMCA71 AP94
	JPA1.1	226	Add Criterion as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;</u>	Clarity to ensure compensatory improvements to Green Belt in accordance with JP-G2	GMCA71 AP94
	JPA1.1	226	Add Criterion as follows: <u>Strengthen the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightly Brook and Pilsworth</u>	Clarity to ensure that boundary of the site will comprise physical features that are that are	GMCA71 AP94

			Fisheries to ensure that it comprises physical features that are readily recognisable and likely to be permanent;	readily recognizable and likely to be permanent.	
	JPA1.1	227	Delete Criterion 11	It is considered that parts 11 and 14 are adequately dealt with elsewhere in the Plan (Policies JP-G9 and JP-G2 respectively)	GMCA71 AP94
	JPA1.1	227	Delete Criterion 13	It is considered that flood risk is adequately covered by JP-S5	GMCA71 AP94
	JPA1.1	227	Delete Criterion 14	It is considered that parts 11 and 14 are adequately dealt with elsewhere in the Plan (Policies JP-G9 and JP-G2 respectively)	GMCA71 AP94
	JPA1.1 and para. 11.33	227 230	Modify by deleting criterion 15 of Policy JPA1.1 and paragraph 11.33, as follows: "~~15. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;~~" and, "~~11.33 Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, as such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units.~~"	To clarify that as part of the updated HRA, it is considered that this requirement and associated justification is no longer necessary in JPA 1.1 as the matter is appropriately addressed through modifications to JP-G9 (see PfE response to IN9, Q9.10)	M14.1 Q14.5 GMCA71 AP94
	JPA1.1	227	Amend Criterion 17 as follows: Take appropriate account of heritage assets on or around the site and their settings including ~~Protect and, where appropriate, enhance heritage assets and their setting within the allocation, including the Grade II Listed buildings~~ Brick Farmhouse and	It is considered that a modification to the wording of part 17 is required to provide appropriate reference to	GMCA71 AP94

			Lower Whittle Farmhouse Grade II Listed Buildings and other non-designated heritage assets in accordance with Policy JP-P2; ~~and the wider historic character of the surrounding setting in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process; and~~	heritage assets and to ensure consistency with Policy JP-P2 and national policy	
	JPA1.1	227	Add Criterion as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).	To clarify, setting out an unambiguous policy framework for these allocations	GMCA71 AP94
	Para. 11.21	228	Modify para. 11.21 as follows: "Although the allocation has the capacity to deliver a total of around 1,200,000 sqm of new employment floorspace, it is anticipated that around ~~700,000~~ 935,000 sqm of this will be delivered within the plan period (~~in addition to~~ including the 135,000 sqm that has an extant planning permission at South Heywood).	To reflect update to 2022 land supply and the change to the plan period	GMCA11.1 AP5
	JPA 1.1	227-230	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for sandstone (3.9% of the site); sand and gravel (10.2%); surface coal (99.4%); and brickclay (99.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised"	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

	JPA1.2	231	Amendment to Picture 11.5 site allocation boundary to show a single site boundary as set out in GMCA26: 	To amend error	GMCA71 AP95
	JPA1.2	231	Delete the first paragraph as follows: ~~Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously approved by the LPA(s). It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.~~	To clarify and it ensure consistency as JP-D1 requires an infrastructure phasing and delivery strategy	GMCA71 AP95

	JPA1.2	231	Add Criteria as follows: Development at this allocation will be required to: <u>Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy agreed with the local planning authorities;</u>	To provide clarity	GMCA71 AP95
	JPA1.2	231	Amend Criteria 1 as follows: 1. Deliver a broad mix of around 1,550 homes to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This should include an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build <u>(subject to local demand having regard to the Councils' self-build registers and other relevant evidence)</u> and a mix of housing densities with higher densities in areas of good accessibility and potential for improved public transport connectivity and lower densities adjacent to existing villages where development will require sensitive design to respond to its context;	Response to AP94 to provide clarity with regard to the self-build register.	GMCA71 AP95
	JPA1.2	232	Add new Criteria as follows: <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u>	To provide consistency by referencing transport interventions set out in Appendix D	GMCA71 AP95
	JPA1.2	232	Amend Criteria 2 as follows: ~~Facilitate the required supporting transport services and infrastructure including:~~ ~~i. An upgrade of the local highways network~~	To provide consistency by referencing transport interventions set out in Appendix D	GMCA71 AP95

			~~ii.~~ Make provision for ~~T~~traffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation except by public transport; ~~iii. Improved public transport provision through the allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential Bus Rapid Transit or Metrolink extension to Middleton) in order to serve the development; and~~ ~~iv. Other off-site highway works where these are necessary to ensure acceptable traffic movement.~~		
	JPA1.2	232	Delete Criteria 3.	It is considered that these requirements are covered by Policy JP-D2	GMCA71 AP95
	JPA1.2	232	Delete Criteria 6.	It is considered that requirements for a contribution towards education provision are adequately dealt with elsewhere in the Plan (Policy JP-P5)	GMCA71 AP95
	JPA1.2	232	Delete Criteria 8.	It is considered that these requirements are covered by Policy JP-D1 and JP-S2	GMCA71 AP95
	JPA1.2	232	Add new Criteria as follows: Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;	Clarity to ensure compensatory improvements to Green Belt in accordance with JP-G2	GMCA71 AP95
	JPA1.2	232	Add new Criteria as follows:	Clarity to ensure that boundary of the site will comprise physical features that are that are	GMCA71 AP95

			Strengthen the boundary of the Green Belt to the north-west of the site to ensure that it comprises physical features that are readily recognisable and likely to be permanent;	readily recognizable and likely to be permanent.	
	JPA1.2	232	Delete Criteria 10.	The JPA1.2 site does not include any existing recreational facilities within it. In addition, the provision of new recreational facilities to meet the needs of prospective residents is adequately dealt with elsewhere in the Plan (Policy JP-P7).	GMCA71 AP95
	JPA1.2	232	Delete Criteria 11.	It is considered that the requirements to make provision for green and blue infrastructure and the long-term management and maintenance are adequately covered elsewhere in the Plan (Policy JP-G2)	GMCA71 AP95
	JPA1.2	232	Amend Criteria 12 as follows: 12. Minimise impacts on ~~and provide net gains for biodiversity assets within the allocation, including the~~ Bradley Hall Farm SBI, in accordance with Policy JP-G9 'A Net Enhancement of Biodiversity and Geodiversity';	It is considered that a modification to the wording of part 12 is required to make it clear that biodiversity net gains can potentially be achieved outside of the allocation rather than	GMCA71 AP95

				solely within the allocation.	
	JPA1.2	232	Delete Criteria 13.	It is considered that these requirements are covered by Policy JP-S5	GMCA71 AP95
	JPA1.2	233	Delete Criteria 14.	It is considered that these requirements are covered by Policy JP-S5	GMCA71 AP95
	JPA1.2	233	Delete Criteria 15.	It is considered that the requirements to make provision for green and blue infrastructure and the long-term management and maintenance are adequately covered elsewhere in the Plan (Policy JP-G2)	GMCA71 AP95
	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 GMCA71 AP95
	JPA1.2	233	Amend Criteria 19 as follows:	It is considered that a modification to the wording of part 19 is	GMCA71 AP95

			19. Take appropriate account of heritage assets on or around the site and their settings including Heaton Park and other non-designated heritage assets in accordance with Policy JP-P2; ~~and Protect and enhance the heritage and archaeological assets within the vicinity of the allocation and their setting in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process.~~	required to provide appropriate reference to heritage assets and to ensure consistency with Policy JP-P2 and national policy.	
	JPA1.2	233	Add new criteria as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 GMCA71 AP95
	JPA1.2	234	Delete paragraph 11.41	To clarify, setting out an unambiguous policy framework for these allocations	GMCA71 AP95
	JPA1.2	233-234	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for sand and gravel (2.9%); surface coal (63.9%); and brickclay (63.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised"	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

	JPA2 (Criterion 1) & Para. 11.44	235 - 237	Modify Criterion 1 of JPA2 and paragraph 11.44 of reasoned justification as follows: 1. Deliver around 150,000 sqm of high quality, adaptable, ~~employment~~ floorspace <u>for industrial and warehousing</u> within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing and<u>/or</u> other key ~~growth~~<u>economic</u> sectors, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the North-East Growth Corridor; Reasoned justification: "11.44 Stakehill provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key ~~growth~~<u>economic</u> sectors and attract additional investment and economic activity to the area…."	To clarify the type of employment uses that will be required. Response to AP96. Change from prime to economic sectors to provide consistency with Policy JP-J1 and paragraph 123 of the NPPF.	AP96 GMCA71
	JPA2 (Criterion 2)	235	Modify Criterion 2 of JPA2 as follows: 2. Provide around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created within the North-East Growth Corridor and create a sustainable and high-quality extension to the urban area. <u>This includes making provision for affordable housing in accordance with relevant local plan requirements</u>;	To clarify affordable housing requirements, in response to AP96.	AP96 GMCA71
	JPA2 (Criterion 3 &	235 - 238	Modify Criterion 3 of JPA2 and add additional paragraph between 11.47 and 11.48 of reasoned justification as follows:	To clarify requirement of infrastructure phasing	AP96 GMCA71

	new paragraph)		3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1.The scale of the residential development on the northern part of the allocation provides an opportunity to adopt a 'garden village' approach to create a locally distinctive residential offer; Reasoned justification: "It is important that the whole site is subject to masterplanning and design codes in order to deliver a comprehensive scheme. Given the size of the allocation, a single masterplan or design code may not be necessary. However, where more than one masterplan or design code is produced these should demonstrate how they relate to masterplans/design codes for adjoining areas in order to deliver a high-quality development across the whole site."	and delivery strategy, in response to AP96. Additional section in reasoned justification to clarify that a single masterplan and design code is not required for the whole site.	
	JPA2 (Criterion 4)	236	Modify Criterion 4 of JPA2 as follows: 4. ~~Ensure that the design of the scheme preserves or enhances the setting of~~ Take appropriate account of the listed St John's Church and war memorial in accordance with policy JP-P2 ~~in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process~~;	Clarification of requirements relating to heritage assets.	AP96 GMCA71
	JPA2 (Criterion 6) & Para. 11.49	236 - 238	Modify Criterion 6 of JPA2 and add additional text at the end of paragraph 11.49 of the reasoned justification as follows: 6. Have regard to views from Tandle Hill Country Park to the east which lies within Pennine Foothills (West /South	Clarification of which landscape character type the allocation falls under.	AP96 GMCA71

			Pennines) landscape character type. This should reflect and respond to the special qualities and sensitivities of the key characteristics of this landscape character type in accordance with policy JP-G1 ~~in terms of the design, landscaping and boundary treatment~~ in order to minimise the visual impact as much as possible; Reasoned justification: "11.49…Whilst the development does not encroach into the areas around Tandle Hill Country Park, which lies within Pennine Foothills (West /South Pennines) landscape character area, the relative proximity of some development to the park means it is vital that development provides high quality landscaping and open spaces to create an attractive environment and increase opportunities for links between the site for both informal and formal recreation. The impact of the development on views from Tandle Hill Country Park should be given particular consideration. As well as landscaping, any development should demonstrate how the design and materials used within the development can help mitigate against any visual impact. The site does include areas of biodiversity ~~in the form of Sites of Biological Importance~~, including ponds and brooks. These and other nature conservation features should be retained and, where possible, enhanced."		
	JPA2 (Criterion 7) & Para. 11.49	236 - 238	Modify Criterion 7 of JPA2 and to paragraph 11.49 of the reasoned justification as follows: 7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2. This	Clarification that development will be required to make compensatory improvements to remaining Green Belt.	AP96 GMCA71

			should include improvements to the retained areas of Green Belt ~~Retain a strategic area of Green Belt~~ between the A627(M) spur and Thornham Lane and in the south of the site ~~to maintain separation between the urban areas of Rochdale and Middleton~~; Reasoned justification: "11.49 The development would involve the loss of an area of Green Belt but an area of Green Belt is to be retained between the A627(M) spur and Thornham Lane to provide some separation between the urban areas of Rochdale and Middleton. A proportion of the site to the south is also to be retained as Green Belt. Much of the allocation is contained by permanent, physical boundaries. However, all the Green Belt boundaries, particularly the southern boundary, should utilise existing landscape features and incorporate high quality boundary treatment to provide an attractive defensible Green Belt boundary. Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, the retained areas of Green Belt within the allocation also provide an opportunity to provide compensatory improvements to the environmental quality and accessibility of retained Green Belt land. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020). The area of Green belt retained in the south		

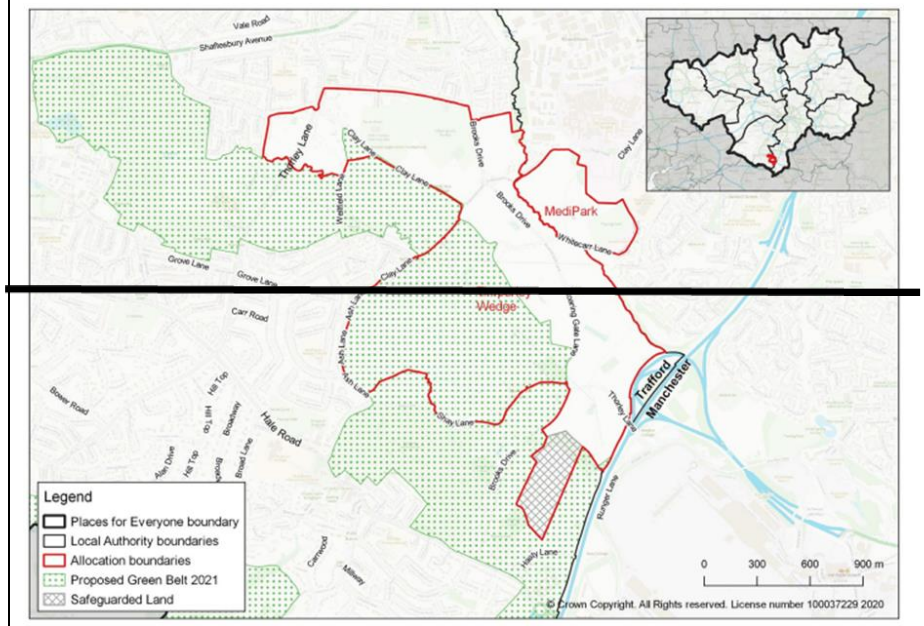
			also allows for the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network reflecting its 'green' employment park setting."		
	JPA2 (New Criterion)	236	Modify to add new Criterion after Criterion 7 as follows: Define and or/strengthen the boundaries of the Green Belt around the site such that they will comprise physical features that are readily recognizable and likely to be permanent, in particular separating the development area and land to be retained as Green Belt to the south;	Clarification of the need to strengthen Green Belt boundaries.	AP96 GMCA71
	JPA2 (Criterion 8)	236	Modify Criterion 8 of JPA2 as follows: 8. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. ~~Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas;~~	To provide consistency throughout the plan's allocations and with Policy JP-C7 to refer to transport interventions listed in Appendix D.	AP96 GMCA71
	JPA2 (Criterion 9)	236	Modify to delete Criterion 9 of JPA2: ~~9. Contribute to the proposed new railway station at Slattocks which is currently being investigated by TfGM and ensure that new development is designed in a way to maximise the benefits of the new rail station through the creation of high-quality walking and cycling routes;~~	Criterion deleted as transport intervention included in Appendix D as above in Criterion 8.	AP96 GMCA71
	JPA2 (Criterion 10)	236	Modify to delete Criterion 10 of JPA2: ~~10. Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles~~;	Criterion deleted as transport intervention included in Appendix D as above in Criterion 8.	AP96 GMCA71

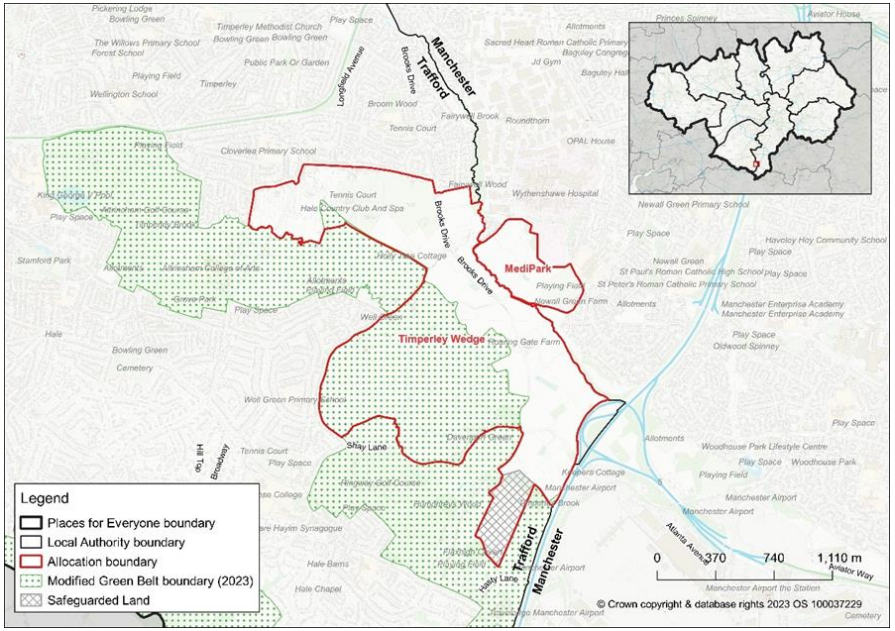
	JPA2 (Criterion 11)	236	Modify to delete Criterion 11 of JPA2: ~~Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~	Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies.	AP96 GMCA71
	JPA2 (Criterion 12)	236	Modify to delete Criterion 12 of JPA2: ~~Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;~~	Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic polices, and in Criterion 8 above.	AP96 GMCA71
	JPA2 (Criterion 15)	236	Modify Criterion 15 of JPA2 as follows: Deliver high quality landscaping and green and blue infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. <u>This should include retaining and where possible enhancing areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and ponds within the site</u>. ~~This should include good quality boundary treatment, particularly on the boundary separating the development area and land to be retained as Green Belt to the south to provide an attractive defensible Green Belt boundary~~;	To clarify the specific locations on the site for improvement, and consequential change as part relating to Green Belt boundaries has been modified and moved to its own criterion.	AP96 GMCA71
	JPA2 (Criterion 16)	236	Modify to delete Criterion 16 of JPA2 as follows: ~~16. Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and ponds within the site;~~	Consequential modification as requirements for biodiversity and landscaping including in other criteria.	GMCA71

	JPA2 (Criterion 17) & Para. 11.52	236 - 239	Modify Criterion 17 of JPA2 and paragraph 11.52 of reasoned justification as follows: 17. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 1,000 sqm / 50 dwellings or more; Reasoned justification: "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 the requirement for a project specific Habitats Regulation Assessment relates to the Rochdale Canal. 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.	GMCA71 M14.1 Q14.20
	JPA2 (Criterion 18)	236	Modify Criterion 18 of JPA2 as follows: 18. Development of the residential element of the site will be expected to make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5. ~~Contribute and make provision for additional primary and secondary school places to serve the development.~~ In addition, the ~~This will include~~ provision of land ~~and financial contributions~~ to deliver the expansion of Thornham St John's Primary School located within the allocation will also be required;	To provide clarification relating to the requirement relating to additional primary and secondary school places.	AP96 GMCA71

	JPA2 (Criterion 19)	237	Modify to delete Criterion 19 of JPA2: ~~19. Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met; and~~	Deleted as generic policy which is adequately covered by thematic policies.	AP96 GMCA71
	JPA2 (New criterion & new paragraph)	237 - 239	Modify to add new Criterion after Criterion 20 of JPA2, and additional paragraph after paragraph 11.55 of reasoned justification as follows: Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans). Reasoned justification: "The allocation is identified as containing Mineral SafeguardingAreas for brickclay (99.6% of the site); sand and gravel (97.5%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations.	GMCA21 GMCA71 AP9 AP96
	Para. 11.50	238	Deletion of paragraph 11.50 of reasoned justification: ~~11.50 A proportion of the site to the south is also to be retained as Green Belt, providing an opportunity to significantly enhance the biodiversity value of the site and for the incorporation of sustainable drainage systems integrated as~~	Deleted paragraph as text modified and parts moved to other sections.	AP96 GMCA71

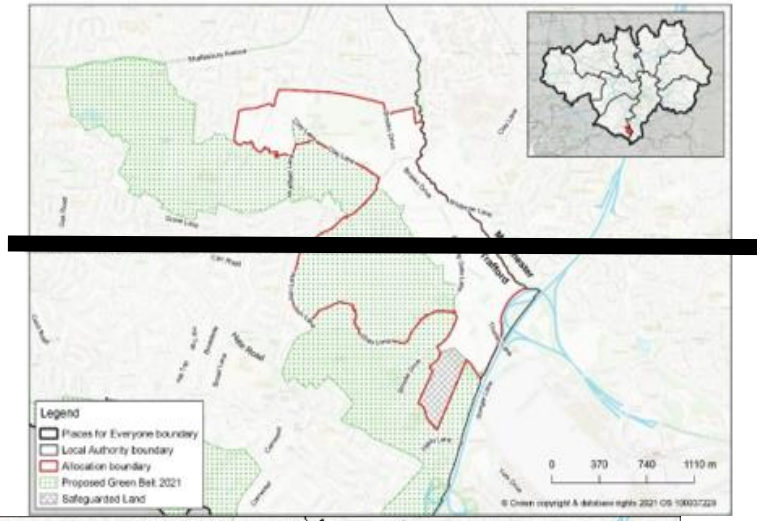
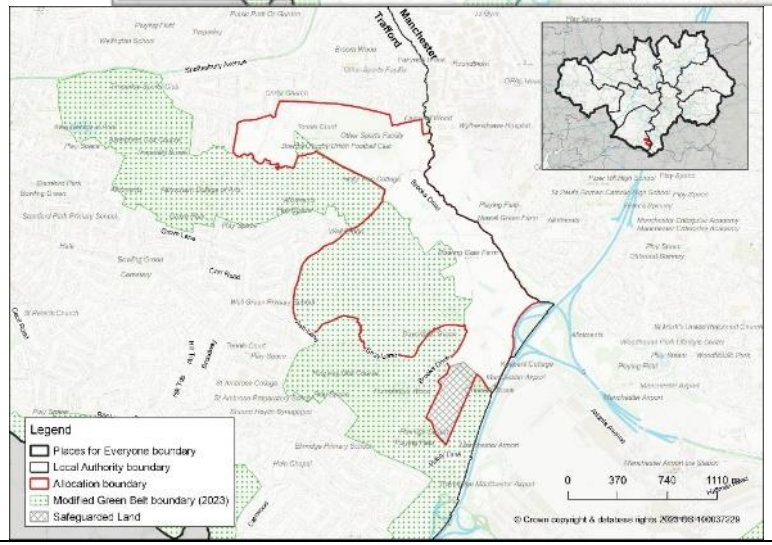
			~~part of the multi-functional green infrastructure network reflecting its 'green' employment park setting.~~		

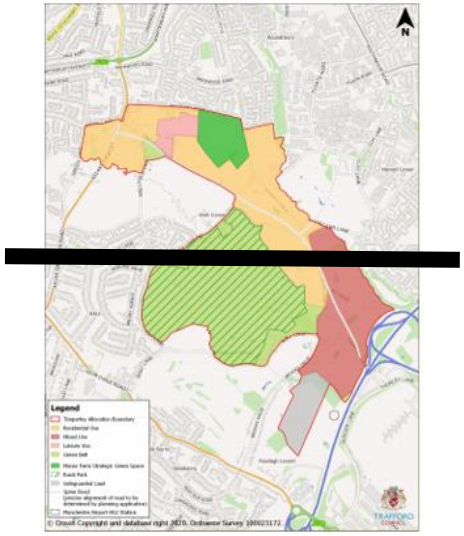
	Map 11.7 JPA 3 Medipark/Timperley Wedge		Modify the proposed Green Belt boundary to retain ponds at Davenport Green Site of Biological Importance (SBI) within the Green Belt located in the centre of the site between the rural park and the development. Map 11.7 JPA 3 to be amended accordingly 	To clarify that development is not proposed within the SBI and it will be retained in the Green Belt. A strong Green Belt boundary is provided through existing mature hedgerows.	AP99 GMCA71

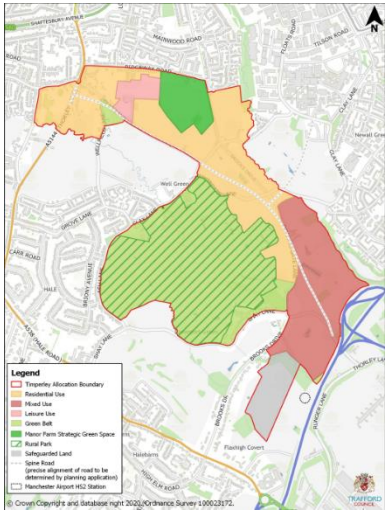
					
	JPA3.1 (criterion 1)	242	Modify criterion1 of Policy JPA3.1, as follows: "1. Deliver about 86,000 sqm ~~B1~~ Class E (g) focused floorspace;"	To clarify, reflecting changes to the Use Class Order	M15.1 Q15.5 AP97

	JPA3.1 (criterion 2)	242	Modify criterion 2 of Policy JPA3.1 as follows: "2. Development should be configured to take advantage of transport infrastructure in the area including ~~the need to accommodate and contribute to the delivery of~~ the proposed Metrolink Manchester Airport Line Western Leg extension;	To clarify criterion removing 'contribute' which will be addressed under amended criterion 4	AP97
	JPA3.1 (criterion 3)	242	Modify criterion 3 of Policy JPA3.1 as follows: "3. Deliver a new spine road through the site with connections to the existing road network <u>and JP3.2 Timperley Wedge.</u>	To clarify anticipated role of the spine road.	AP97
	JPA3.1 (criterion 4 and 5)	242	Modify policy JPA3.1 by deleting criterion 4 and 5 as follows: ~~4. Facilitate improvements to the surrounding Strategic, Primary and Local Road Networks, including entry / egress and links to the strategic highway network,~~ ~~to enable safe access to and from the area;~~ ~~5. Improve access to the site by providing links to local cycling and walking networks where appropriate;~~ and replace with: <u>4. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7.</u>	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D.	AP97
	JPA3.1 (criterion 7)	242	Modify policy JPA3.1 by deleting criterion 7 as follows: ~~7. Ensure development within the site should not impact the listed buildings of Newall Green or the adjacent playing field~~ and replace with:	To clarify, ensuring policy is consistent with Policy JP-P2 and Policy JP-P7.	AP97

			6. Take appropriate account of heritage assets on or around the site, and their settings, including the listed buildings of Newall Green and 7. Take appropriate account of the adjacent playing field in accordance with policy JP-P7		
	JPA3.1 (criterion 8)	243	Modify policy JPA3.1 criterion 8 as follows: "8. ~~Incorporate suitable site mitigation to account for~~ Take appropriate account of the historic landscape features within the site"	To clarify, reflecting National Policy	AP90
	JPA3.1 (criterion 9)	243	Modify policy JPA3.1 criterion 9 as follows: "9. ~~Reflect the sequential approach to~~ Provide a flood risk management strategy, focusing more sensitive development furthest from Fairywell Brook."	To clarify, reflecting National Policy	AP97
	JPA3.1 (new criterion)	243	Modify policy JPA3.1 by adding the following criterion: "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in accordance with policy JP-G2."	To clarify, ensuring policy is consistent with Policy JP-G2	AP97
	JPA3.2 (Picture 11.9)	244	Modify the proposed Green Belt boundary to retain ponds at Davenport Green Site of Biological Importance (SBI) within the Green Belt located in the centre of the site between the rural park and the development. Picture 11.9 JPA 3.2 Timperley Wedge will be modified accordingly	To clarify that development is not proposed within the SBI and it will be retained in the Green Belt. A strong Green Belt boundary is provided through existing mature hedgerows.	AP99 GMCA71

			 		
	JPA3.2 (Picture 11.10)	245	Modify Picture 11.10 to reflect the modification to the Green Belt boundary in AP99 and ensure accuracy and clarity in relation to the development area. In addition, the title is		AP99 GMCA71

			modified and here and throughout the policy where reference is made to Picture 11.10 to make it clear that Picture 11.10 is indicative only. 		

			 *Picture 11.10 Timperley Wedge <u>Indicative</u> Allocation ~~Policy~~ Plan*		
	JPA3.2 (criterion 1 and para 11.64)	246 and 250	Modify criterion 1 of Policy JPA3.2, as follows: 1. Be in accordance with a ~~M~~masterplan ~~or SPD~~ <u>that has been developed in consultation with the local community and other stakeholders</u>, <u>and approved</u> ~~agreed~~ by the Local Planning Authority. <u>The Masterplan must include a robust phasing and delivery strategy, as required by policy JP-D1.</u> <u>This will be prepared in partnership with key stakeholders</u> and ~~to~~ ensure the <u>whole allocation</u> ~~site~~ is planned and delivered in a coordinated and comprehensive manner <u>with proportionate contributions to fund necessary infrastructure;</u>	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the preparation and content of the masterplan including a phasing and delivery strategy. Consequential changes to the reasoned justification.	AP98 GMCA71

			Modify the reasoned justification to Policy JPA3.2 at paragraph 11.64, and move paragraphs 11.70 and 11.71 to be under para 11.64 as follows: 11.64 Development of the site will require a coordinated approach between all landowners and developers and Trafford Council is committed to working with stakeholders to bring forward a detailed Masterplan~~/SPD~~ which provides a framework for the sustainable delivery of a new community at Timperley Wedge. All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan and delivery strategy together with information on trigger points for when infrastructure such as road and junction improvements, a new school and the spine road will be required to which will be linked to the development trajectory. Approximately 700 new residential units and 30,000 sqm of employment land have been phased for delivery beyond the plan period as the development is proposed on land located within the HS2 construction boundary and therefore will is expected to be unavailable for a temporary period whilst the HS2 route, Airport Station and southern tunnel portal are under construction. It is therefore anticipated that this area will come forward following the completion of HS2 Airport Station and the build-out is very likely to extend beyond the Places for Everyone plan period. The timescales for development in this area are, in part, dependent on the HS2 timescales. The area		

			of land required for construction may therefore be altered if changes are made to the overall HS2 construction programme. However, delivery of development is not dependent on HS2/NPR and in the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.		
	JPA3.2 (criterion 2 and para 11.65)	246 and 250	Modify criterion 2 of Policy JPA3.2 as follows: 2. Deliver around 2,500 homes of which 1,~~7~~800 will be in the plan period as set out on the Indicative Allocation ~~Policy~~ Plan (picture 11.10); Modify the reasoned justification to Policy JPA3.2 at paragraph 11.65, as follows: 11.65 The Timperley Wedge allocation will deliver around 1,~~7~~800 homes in the plan period and around 2,500 in total. In the northern areas of the allocation site, development will deliver medium density housing to be in keeping with the existing character of the area. Lower density is not considered to be appropriate as this would not be an efficient use of land. Higher density housing, including apartments, will be appropriate close to the local centre, within the mixed housing and employment area to the south east of the allocation between the Local Centre and the HS2/NPR Airport Station. The density of areas closest to Green Belt and areas of ecological or historic importance may need to be lower subject to detailed design.	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the amount of housing expected to be delivered in the plan period with consequential changes made to the reason justification	AP98 GMCA71
	JPA3.2 (criterion 4)	246	Delete criterion 4 of Policy JPA3.2 as follows: ~~4. Deliver a range of house types, sizes, layouts and tenures through a place-led approach~~;	To clarify, this is adequately covered by thematic policy JP-H3	AP98 GMCA71

	JPA3.2 (criterion 7)	246	Modify criterion 7 of Policy JPA3.2 as follows: 7. Make ~~specific~~ appropriate provision for self-build custom build plots, subject to local demand as set out in the Council's self-build register;	To clarify that the Councils self build register does not set specific requirements for the provision of self-build plots.	AP98 GMCA71
	JPA3.2 (criterion 8 and para 11.68)	246 and 250	Modify criterion 8 of Policy JPA3.2 as follows: 8. Deliver around 60,000 sqm E (g(i)) ~~B1~~ office employment land within a mixed employment residential area set out in the Indicative Allocation ~~Policy~~ Plan (picture 11.10) ; of which ~~15~~30,000 sqm will be in the Plan period; Modify the reasoned justification to Policy JPA3.2 at paragraph 11.68, as follows: 11.68 Employment development will deliver around 15~~30~~,000 sqm in the plan period and 60,000 sqm in total. This will be located in the south eastern area of the site at Davenport Green as a mixed-use area with some higher density residential units. It will support the expansion of Manchester Airport and Manchester University NHS Foundation Trust, Wythenshawe Hospital. This land is already allocated for high quality office use.	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the employment land and to reflect the updates plan period. Consequential changes necessary to the reasoned justification	AP98 GMCA71
	JPA3.2 (criteria 9-10 and para 11.69)	246 and 250	Delete criteria 9-10 of Policy JPA3.2 as follows: 9. ~~Create legible streets and space within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and the local centre~~; 10. ~~Create employment and training opportunities for local people, in particular through the construction phase, to be set~~	Policies are adequately covered by JP-J1. Consequential change to the reasoned justification as a result of the criterion being deleted.	AP98 GMCA71

			~~out in a Local Labour Agreement in accordance with Local Plan policies;~~ Modify the reasoned justification to Policy JPA3.2 at paragraph 11.69, as follows: 11.69 The area is close to areas of deprivation, including Wythenshawe in Manchester and Broomwood in Trafford and it will also be accessible by bus and tram to other areas of deprivation in Trafford. ~~Targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure a realistic number of local people benefit from training and new jobs as a result of the development.~~		
	JPA3.2 (criteria 11-12 and para 11.70-11.71)	246 and 250-251	Delete criteria 11-12 of Policy JPA3.2 as follows: ~~11. Co-ordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;~~ ~~12. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;~~ Delete para 11.70-11.71 of the reasoned justification of Policy JPA3.2 as follows: ~~11.70 All areas of development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the masterplan and delivery strategy together with information on trigger points for when infrastructure such as road and junction improvements, a new school and the spine~~	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance. These criteria are now covered by the modified criterion 1 with a consequential change to the reasoned justification.	AP98 GMCA71

			~~road will be required to be linked to the development trajectory.~~ ~~11.71 Approximately 700 new residential units and 30,000 sqm of employment land have been phased for delivery beyond the plan period as the development is proposed on land located within the HS2 construction boundary and therefore will be unavailable for a temporary period whilst the HS2 route, Airport Station and southern tunnel portal are under construction. It is therefore anticipated that this area will come forward following the completion of HS2 Airport Station and the build-out is very likely to extend beyond the Places for Everyone plan period. The timescales for development in this area are, in part, dependent on the HS2 timescales. The area of land required for construction may therefore be altered if changes are made to the overall HS2 construction programme. However, delivery of development is not dependent on HS2/NPR and in the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.~~		
	JPA3.2 (criterion 13 and para 11.73)	246 and 251	Modify criterion 13 of Policy JPA3.2 as follows: 13. ~~Deliver accessible streets which prioritise cycling, walking and public transport over the private car~~; <u>Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7:</u> Modify the reasoned justification to Policy JPA3.2 at paragraph 11.73, as follows:	To clarify, ensuring the policy is consistent with Policy JP-C4 and JP-C7 and the new Appendix D. Consequential changes to the reasoned justification.	AP98 GMCA71

			11.73 The road network currently consists of country lanes which are unable to support the proposed development but which will be enhanced to provide ~~promote them as~~ cycling and walking routes and thereby promoting healthier lifestyles. These, together with new routes, will provide links through the allocation and to Medipark, Hale Barns, Timperley and beyond. A new spine road will provide safe capacity for car use and link to the surrounding road network. The route identified is indicative at this stage and further work on the most appropriate alignment will be required as part of future masterplanning / planning applications. It is envisaged the spine road will be delivered incrementally by the development as and when it requires access from it. The spine road will have a safe route for walking, cycling and bus priority infrastructure ~~rapid transit~~ and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area. ~~The Timperley Wedge/Medipark Transport Locality Assessment has determined the key necessary transport interventions and supporting interventions needed to mitigate the impact of the development. These include interventions specific to each allocation but also shared interventions between the allocations.~~		
	JPA3.2 (criterion 15)	246	Modify criterion 15 of Policy JPA3.2 as follows: 15. Accommodate ~~and contribute to~~ the delivery of the Manchester Airport Metrolink Line Western Leg extension including Metrolink stop(s);	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the Metrolink Western Leg extension requirements.	AP98 GMCA71

	JPA3.2 (criterion 16)	247	Modify criterion 16 of Policy JPA3.2 as follows: 16. Deliver a new spine road through the site with connections to the existing road network and local access to development sites, incorporating separate pedestrian and cycling space as well as ~~and provision for future~~ bus ~~-~~priority infrastructure ~~rapid transit~~ to improve east west connections between Altrincham and Manchester Airport;	To clarify, reflecting recommendations of the Timperley Wedge Locality Assessment	AP98 GMCA71
	JPA3.2 (criterion 17)	247	Delete criterion 17 of Policy JPA3.2 as follows: ~~17. Make the necessary improvements to the Strategic, Primary and Local Road Networks to enable the proposed level of development, and mitigate the impact of increased vehicle numbers, including:~~ ~~i. Road Widening at Dobbinetts Lane~~ ~~ii. Junction improvement to Thorley Lane/Runger Lane~~ ~~iii. New roundabout junction at Thorley Lane/Green Lane/Clay Lane~~ ~~iv. Contributions to improvements at M56 Junction 3 and Terminal 2 roundabout~~	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D – covered by the amended Criterion 13.	AP98 GMCA71
	JPA3.2 (criterion 18)	247	Modify criterion 18 of Policy JPA3.2 as follows: 18. Provide a ~~new~~ local centre comprising a range of shops and services to meet local needs ~~with convenience shopping facilities as a hub for local services in the region of 3,000 sqm of net retail floorspace~~ close to the Davenport Green stop of the Metrolink Western Leg extension;	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the local centre.	AP98 GMCA71
	JPA3.2 (criterion 19)	247	Modify criterion 19 of Policy JPA3.2 as follows: 19. Provide additional primary school places, including a new primary school, close to the local centre and contribute to the provision of secondary school places;	To clarify, ensuring that the policy is effective and provides clear and	AP98 GMCA71

				unambiguous guidance in relation to the location of the new school.	
	JPA3.2 (criterion 20)	247	Delete criterion 20 of Policy JPA3.2 as follows: ~~20. Provide and contribute to new health facilities to support the new community;~~	To clarify, the policy is adequately addressed by JP-P6.	AP98 GMCA71
	JPA3.2 (criterion 21 and new para between 11.77 and 11.78)	247 and 252	Modify criterion 21 of Policy JPA3.2 as follows: 21. Where necessary, strengthen ~~Create defensible~~ Green Belt boundaries to ensure they are defensible and utilise~~ing~~, where appropriate, existing landscape features; Modify by inserting a new paragraph to the reasoned justification to Policy JPA3.2 between paragraphs 11.77 and 11.78: The new Green Belt boundary is defined by existing features, where possible, and there is also a requirement to strengthen the boundary as part of the development. The majority of the boundary is defined by existing roads and hedgerows. There is a particular need to strengthen the boundary which borders the rural park and also the safeguarded land boundary. The western boundary of the safeguarded land area will be defined by the woodland planting proposed by HS2 and the eastern boundary by the HS2 Airport Station and associated infrastructure. It is therefore not currently identified by existing features.	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the strengthening of Green Belt boundaries Additional explanation in the reasoned justification setting out where such measures will be required.	AP98 GMCA71 GMCA29
	JPA3.2 (criterion 22)	247	Delete criterion 22 of Policy JPA3.2 and replacement with wording as follows: 22. ~~Mitigate any impact on and improve the environmental quality and accessibility of remaining Green Belt land;~~ Make provision for compensatory improvements to the	To clarify, ensuring consistency across the Plan and reflecting a proposed modification to Policy	AP36 AP98 GMCA71

			environmental quality and accessibility of remaining Green Belt within and in the vicinity of the site in accordance with policy JP-G2;	JP-G2 with regards to compensatory improvements in the Green Belt.	
	JPA3.2 (criterion 23)	247	Modify criteria 23 of Policy JPA3.2 as follows: 23. Provide a significant area of enhanced and publicly accessible green infrastructure (including new public rights of way) within a rural park to remain in the Green Belt identified on the Indicative Allocation ~~Policy~~ Plan (picture 11.10), ensuring protection of heritage assets in this area;	To clarify, ensuring consistency across the Plan	AP98 GMCA71 GMCA29
	JPA3.2 (criterion 24)	247	Modify criterion 24 of Policy JPA3.2 as follows: 24. Create wildlife corridors and steppingstone habitats within the development areas to support nature recovery networks, provide ecosystem services and publicly accessible green infrastructure. Including the following ~~green links~~ which will be defined through the Masterplan and Trafford Local Plan i. From Clay Lane through to Brooks Drive and Fairywell Brook ii. Through Davenport Green Ponds SBI to Medipark	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance. in relation to the location of the wildlife corridors which will be defined in the Masterplan and Trafford Local Plan.	AP98 GMCA71
	JPA3.2 (criterion 25)	247	Modify criterion 25 of Policy JPA3.2 as follows: 25. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space ~~standards~~ policies, including local parks and gardens; natural and semi-natural greenspace, equipped and informal play areas; outdoor sports pitches and allotment plots, ensuring arrangements for their long-term maintenance;	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance.	M15.1 AP98 GMCA71
	JPA3.2 (criterion 26)	248	Modify criterion 26 of Policy JPA3.2 as follows:	To clarify, ensuring that the policy is	AP98 GMCA71

			26. Protect Manor Farm identified in the Indicative Allocation ~~Policy~~ Plan (picture 11.10) and ~~promote its~~ enhance its sports facilities to meet local needs ~~use for future sports provision including, where appropriate, new access and car parking;~~	effective and provides clear and unambiguous guidance in relation to what is expected at Manor Farm.	
	JPA3.2 (criterion 27 and para 11.81)	248 and 252	Modify criterion 27 of Policy JPA3.2 as follows: 27. ~~Promote improvements to~~ Accommodate land for leisure facilities (Use Class E(d) and F2 (c)) at Hale Country Club as identified on the Indicative Allocation Plan (picture 11.10); Modify the reasoned justification to Policy JP Allocation 3.2 at paragraph 11.81, as follows: 11.81 Hale Country Club is looking to make improvements to its leisure facilities (Use Class E(d) and F2(c)) creating job opportunities and providing a higher quality of leisure experience for local communities.	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to Hale Country ClubThe Hale Country Club will remain within the allocation as a private club, but development will not need to provide improvements. and to update the Use Class Order reference.	AP98 GMCA71
	JPA3.2 (new criterion and para 11.79)	248 and 252	New criterion added to Policy JPA3.2 as follows: Seek to relocate Bowdon Rugby Club either within or in close proximity to the allocation and redevelop the existing Rugby Club site for residential use as shown on the Indicative Allocation Plan (picture 11.10) Modify the reasoned justification to Policy JP Allocation 3.2 at paragraph 11.79, as follows:	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to Bowden Rugby Club. The existing Rugby Club site is considered to be	AP98 GMCA71

			11.79 The allocation contains Bowdon Rugby Club along Clay Lane, which is identified as suitable for residential development. As part of the development proposals, the club is intending to relocate and improve its facilities within the Timperley Wedge area it may be appropriate to look at opportunities to relocate the facilities within the wider allocation area. Such proposals will be considered as part of future detailed masterplanning work.	appropriate for residential use, so the additional criterion is necessary. Consequential change to the reasoned justification also clarifies the intentions of Bowdon Rugby Club to relocate its facilities within the local area.	
	JPA3.2 (criteria 28-29)	248	Modify criteria 28 and deletion of criteria 29 of Policy JPA3.2 as follows: 28. Protect and enhance natural environment assets within the site and surrounding areas in accordance with JP-G2 and JP-G9 including the Ponds at Davenport Green and Davenport Green Wood SBIs~~, woodland and hedgerows~~; 29. ~~Deliver a clear and measurable net gain in biodiversity, including provision for long-term management of habitats and geological features which may include SUDs systems of high biodiversity value created as part of the overall flood risk and drainage strategy;~~	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance and is consistent with policies JP-G2 and JP-G9.	AP98 GMCA71
	JPA3.2 (criterion 30)	248	Modify criterion 30 of Policy JPA3.2 as follows: 30. Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status ~~as required under~~ having regard to the North West River Basin management plan (2019);	To clarify that the policy is effective as the North West River Basin Management Plan is not a statutory plan	AP98 GMCA71

	JPA3.2 (criterion 34 and para 11.84)	248 and 253	Modify criterion 34 of Policy JPA3.2, as follows: 34. ~~Be in accordance with the Council's adopted Design Guide e~~ Embrace~~ing~~ strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage; Modify the reasoned justification to Policy JPA3.2 at paragraph 11.84, as follows: 11.84 Development will need to set a new high quality design standard for this area and should draw upon the guidance in ~~the Council's adopted~~ relevant Design Guides and codes. Specific parameters for the development of the site will be set out in the Masterplan ~~/SPD~~.	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance. The Council does not yet have a Design guide Consequential change to the reasoned justification.	AP98 GMCA71 GMCA29
	JPA3.2 (criteria 36-37)	248	Deletion of criteria 36 and 37 of Policy JPA3.2 and replacement with following text: 36. Conserve or ~~and~~ enhance the historic environment having regard to ~~in line with~~ the findings and recommendations of the Historic Environment Assessment (2020) and take account of heritage and archaeological features and assets on or around the site, and their settings, including the Deer Park, listed buildings and areas of high archaeological potential in the south west of the site in accordance with policy JP-P2 ~~which identified sensitive locations including a Deer Park and listed buildings as well as high archaeological potential in the south-western area of the site; in the Plan's evidence base and any updated (HIA) submitted as part of the planning application process;~~ 37. ~~Protect and enhance archaeological features and, where appropriate, carry out archaeological evaluation in the form of geophysics, field walking and trail trenching for areas specified in the Timperley Wedge Heritage Assessment 2020~~	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to heritage assets and to ensure the policy is consistent with Policy JP-P2. Consequential changes to the Reasoned Justification	AP98 GMCA71

			~~to understand where especially significant archaeology must be preserved in situ;~~		
	JPA3.2 (criteria 38-41)	249	Deletion of criteria 38-41 of JPA3.2 as follows: ~~38. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;~~ ~~39. Explore and deliver the most appropriate solutions to providing decentralised low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers~~ ~~40. Ensure new development maximizes on-site renewable energy measures in line with the energy hierarchy, for example, via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;~~ ~~41. Make provision for other necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant Places for Everyone or Local Plan policies;~~	To clarify, ensuring that the policy is consistent with policies JP-S2 and JP-S3.	AP98 GMCA71
	JPA3.2 (criterion 42 and para 11.87)	249 and 253-254	Modify criterion 42 of Policy JPA3.2, as follows: 42. Mitigate flood risk and surface water management issues ~~including provision of SUDS~~ through the design and layout of development in accordance with <u>an allocation wide</u> flood risk, foul and surface water management strategy~~.~~ <u>which forms</u>	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the	AP98 GMCA71 GMCA29

			part of the Masterplan/delivery strategy (Criterion 1) ~~The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD~~ Modify the reasoned justification to Policy JPA3.2 at paragraphs 11.87, as follows: 11.87 Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. ~~The Brooks currently have a rating of 'moderate' under the North West River Basin Management Plan (2019), the development should seek opportunities to improve this to 'good'.~~	requirement for a flood risk, foul and surface water management strategy. Consequential changes to the reasoned justification	
	JPA3.2 (criteria 43-45 and paras 11.90-11.91)	249 and 253-254	Deletion of criteria 43-45 of Policy JPA3.2 as follows ~~43. Incorporate on-site measures to deal with surface water and control the rate of surface water runoff. Planning applications will be expected to apply the full surface hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution;~~ ~~44. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;~~	To clarify, this is adequately covered by thematic policy JP-S5	AP98 GMCA71

			~~45. Seek to actively reduce the impact of potential flood risk both within and beyond the site;~~ Delete the reasoned justification in Policy JP Allocation 3.2 at paragraphs 11.90-11.91, as follows: 11.90 ~~The incorporation of a swale adjacent to the spine road has the potential to reduce surface water runoff.~~ 11.91 ~~Downstream from this allocation there is an area with an existing risk of flooding and as such the development of this site has the potential to take a strategic approach to flood risk management and provide additional opportunities for upstream storage. Further investigation is needed into this as open areas of water in this location are a risk for bird strike due to the close proximity of Manchester Airport.~~		
	JPA3.2 (criterion 46)	249	Modify criterion 46 of Policy JPA3.2, as follows: 46. Incorporate appropriate noise and air quality mitigation, such as woodland buffers, particularly along the M56 motorway, the Metrolink and HS2/NPR corridor ~~in line with Environmental (Noise) Regulations;~~	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance.	AP98 GMCA71
	JPA3.2 (criteria 47-50 and paras 11.93 and 11.95)	249 and 254	Modify criteria 47-49 and deletion of criteria 50 of Policy JP Allocation 3.2, as follows: 47. The land identified to the south and west of the <u>proposed</u> HS2 Airport station as shown on the <u>Indicative</u> Allocation ~~Policy~~ Plan, although removed from the Green Belt, <u>it is safeguarded and</u> ~~is~~ not allocated for development at the present time; 48. ~~The land is safeguarded in accordance with Policy JP-G 11"Safeguarded Land";~~ <u>Permanent development of this land</u>	To clarify and to ensure the policy is effective and consistent with NPPF, in particular 143(d). Consequential changes to the reasoned justification.	M15.1 AP98 GMCA71

			will only be permitted following an update to a plan that proposes its development; and 49. Any future allocation should have regard ~~is subject to an assessment that the land directly contributes~~ to the Greater Manchester HS2 / NPR Growth Strategy (as maybe updated and/or superseded) as part of a plan review. ~~And it should only be developed after completion of development set out in the Timperley Wedge masterplan and following the delivery of HS2 Airport station; and~~ ~~50. Should a HS2 Airport station not be developed, the land will return to Green Belt following a Plan review.~~ Modify the reasoned justification in Policy JP Allocation 3.2 at paragraphs 11.93 and 11.95 as follows: 11.93 The Greater Manchester HS2/NPR Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the proposed HS2 Airport station. The exceptional circumstances for taking ~~this~~ the safeguarded land out of the Green Belt are directly related to the potential this land has to capitalise directly on the economic benefit brought by HS2. The south eastern area of the allocation, adjacent to the HS2 station, has therefore been removed from the Green Belt to support the delivery of the wider Greater Manchester HS2 Growth Strategy ambitions. 11.95 The area around the proposed Manchester Airport HS2 Station has been removed from the Green Belt but will only be considered a sustainable location after delivery of HS2 Airport Station. It is likely much of this land will be utilised to support HS2 during construction but after the delivery of HS2, land		

			adjacent to the station could be available for potential housing and employment development that will benefit from this sustainable, well connected location.		
	JPA4 (criterion 3)	256	Modify criterion 3 of Policy JPA4, as follows: 3. ~~Contribute to the existing Logistics North local link demand responsive transport service~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7	The Logistics North Local Link demand responsive transport service no longer operates. The generic requirement is now addressed through criterion 3 and policy JP-C7. To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D	GMCA71 IN25 AP101
	JPA4 – New criterion (5) and new reasoned justification	256	Add a new criterion (5) to Policy JPA4 as follows: 5. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; and Add new reasoned justification as follows: Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).	To clarify, ensuring policy is consistent with Policy JP-G2	GMCA71 IN25 AP101

	JPA4 – new reasoned justification	256	Add new reasoned justification as follows: The allocation is identified as containing Mineral Safeguarding Areas for sandstone (98.8% of the site); surface coal (98.8%); and brickclay (98.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.	To clarify, setting out an unambiguous policy framework for this allocation reflecting the inclusion of the additional MSA criterion	GMCA21 AP9 GMCA71 IN25 AP101
	JPA5 (criterion 3)	257	Modify criterion 3 of Policy JPA5 as follows: 3. ~~Provide good quality access to the site by motor vehicle, public transport, walking and cycling~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D	GMCA71 IN25 AP102
	JPA5 (criterion 4)	257	Modify criterion 4 of Policy JPA5, as follows: 4. ~~Provide financial contribution to mitigate~~ Mitigate impacts on the ~~Local Road Network~~ Highway Network including any necessary improvements to Chequerbent roundabout and/or other improvements identified through a transport assessment;	To clarify, some mitigation may also be required on the SRN, to reflect the approved proposals at Hulton Park which may bring forward alternative highway solutions and to provide flexibility in line with paragraph 11.99 of the reasoned justification.	M16.1 Q16.12 GMCA71 IN25 AP102

	JPA5 (criterion 5)	257	Modify criterion 5 of Policy JPA5, as follows: 5. ~~Require~~ Provide high quality landscaping particularly to the west along Snydale Way and to the north along the M61; trees and hedgerows along the eastern boundary should be retained for screening;	To clarify, correcting a typographical error	M16.1 Q16.8 GMCA71 IN25 AP102
	JPA5 (new criterion 6 & 7) and new reasoned justification	257 258	Add new criterion 6 and 7 to Policy JPA5 as follows: 6. Prior to development a detailed Heritage Impact Statement of Chequerbent Embankment Ancient Monument, and its setting, will be carried out to establish specific requirements for its protection and enhancement; 7. Ensure that development does not have an adverse impact on, and where practicable, enhances Chequerbent Embankment Ancient Monument and its setting. Add new reasoned justification as follows: "Chequerbent Embankment, which runs along the eastern boundary of the allocation, was designated as a Scheduled Ancient Monument in February 2022. Any development would need to consider the impact on Chequerbent Embankment, and its setting, including through a Heritage Impact Statement."	To reflect the post submission designation of Chequerbent Embankment Scheduled Ancient Monument	M16.1 Q16.11 GMCA71 IN25 AP102
	JPA5 (new criterion 8) and new reasoned justification	257	Add new criterion 8 to Policy JPA5 as follows: 8. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; and Add new reasoned justification as follows: Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt	To clarify, ensuring policy is consistent with Policy JP-G2	GMCA71 IN25 AP102

			land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).		
	JPA5 - new reasoned justification	258	Add new reasoned justification as follows: The allocation is identified as containing Mineral Safeguarding Areas for surface coal (99.8%); and brickclay (99.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.	To clarify, setting out an unambiguous policy framework for this allocation reflecting the inclusion of the additional MSA criterion	GMCA21 AP9 GMCA71 IN25 AP102
	JPA6 (criterion 1)	259	Modify criterion 1 of Policy JPA6, as follows: 1. Provide a location for around 440,000 sqm of ~~employment~~ industrial and warehousing floorspace~~, consisting of a mix of large-scale warehousing and advanced manufacturing~~;	To clarify and to provide flexibility, the reference to advanced manufacturing and large scale warehousing is too prescriptive.	GMCA71 IN25 AP103
	JPA6 (criterion 2)	259	Modify criterion 2 of Policy JPA6, as follows: 2. Be in accordance with ~~an agreed~~ a comprehensive masterplan agreed by the local planning authority that shows phasing within the site, and which areas should or should not be developed;	To clarify, providing consistency across the Plan	M16.1 Q16.18 GMCA71 IN25 AP103
	JPA6 (criterions 3, 4 and 5) and reasoned	259	Delete criterions 3, 4 and 5 of Policy JP6AP, as follows: ~~3. Ensure that good quality road access is provided, allowing a link from the A6 to Westhoughton~~;	Delete criterion 3: The link road is not required to bring the allocation	M16.1 Q16.18 GMCA71

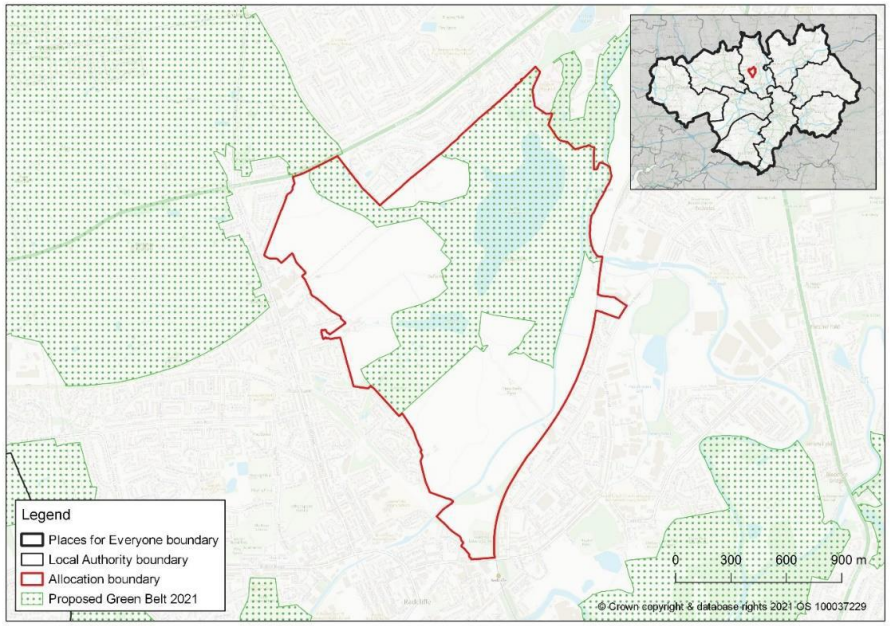
	justification (paragraph 11.103)			forward. Criterion 3 was intended to protect an alignment in the future and can be addressed though the reasoned justification.	IN25 AP103
			~~4. Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse affect on the motorway or other surrounding roads;~~	Delete criterion 4: The text 'take advantage of the site's location near junction 6 of the M61' reflects a reason the site is proposed to be allocated rather than being a requirement of development. The text 'making sure it has no significantly adverse effect on the motorway or surrounding roads' is addressed elsewhere in PfE, for example, new criterion 3 of Policy JPA6 and Policy JP-C7	
			~~5. Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment~~;	Delete criterion 5: These generic requirements are addressed elsewhere in PfE, for example, Policy JP-C7 and JP-D2	

			Replace with new criterion (3) as follows: 3. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; Modify paragraph 11.103 of the reasoned justification, as follows: 11.103 ~~Development would require a new road across the site and to the north to link with junction 6 of the M61. The development should allow for a road to be continued south through Bowlands Hey providing both a link from the site to the residential areas of Westhoughton and a western bypass for Westhoughton.~~ Where practicable development should protect the alignment of a sustainable transport corridor running from Westhoughton, through Bowlands Hey, across the site to the A6 and to the north to link with the De Havilland Way corridor and junction 6 of the M61.This transport corridor should be focused on sustainable and active transport. There would be the opportunity to provide bus routes to link to nearby stations at Westhoughton and Horwich Parkway. This would allow improved access for local residents to new employment opportunities on this site, and existing employment areas such as Middlebrook and Lostock.	New criterion 3: To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D For clarification and consequential changes resulting from the deletion of criterion 3.	

	JPA6 (criterion 6)	259	Modify criterion 6 of Policy JPA6, as follows: ~~6.~~ 4. Ensure that the siting and scale of buildings and the landscape planting scheme minimises ~~the impact on long range views and that a high quality scheme of landscaping is implemented to minimise~~ the prominence of the development and its impact upon the surrounding landscape and views;	To make the policy clearer and therefore more effective in ensuring that both measures are considered in mitigating impacts on the surrounding landscape and views.	GMCA71 IN25 AP103
	JPA6 (criterion 7)	259	Modify criterion 7 of Policy JPA6 and insert a new criterion (6) as follows: ~~7.~~ 5. ~~Protect the Site of Biological Importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts~~ Protect biodiversity on and around the site, including at Four Gates Site of Biological Importance, in accordance with policy JP-G9~~;~~ 6. Make provision for green and blue infrastructure including, where practicable, the retention and enhancement of existing woodland, hedgerows and ponds in accordance with policy JP-G 2;	Modification of criterion 7: Policy JP-P1 criterion 16 D addresses generic landscaping within schemes. The requirement relating to woodlands, hedgerows and ponds has been moved into a new criterion. To ensure the plan is effective in protecting biodiversity including specifically Four Gates SBI, consistent with Policy GP-G9. New criterion: The new criterion requires development to enhance, as well as retain, existing	IN25 AP103

				woodland, hedgerows and ponds. This will help mitigate against the environmental impacts of the development. To ensure effectiveness in setting out the approach to blue and green infrastructure, consistent with JP-G2.	
	JPA6 (new criterion 7) and new reasoned justification	259	Insert a new criterion (7) to Policy JPA6, as follows: 7. Ensure a clearly defined permanent boundary between the allocation and Green Belt, in particular at Westhoughton golf course where the boundary should be reinforced with robust landscaping as necessary. Insert new reasoned justification, as follow: The proposed Green Belt boundary consists of the A6 Chorley Road, the B5239 Dicconson Lane, the former railway line and Westhoughton golf course. At Westhoughton golf course opportunities should be taken to reinforce the new Green Belt boundary	To enhance the effectiveness of Policy JPA6 in ensuring the Green Belt boundaries around the allocation are clearly defined, readily recognisable and likely to be permanent.	GMCA71 IN25 AP103
	JPA6 (criterion 8)	259	Delete criterion 8 of Policy JPA6, as follows: ~~8. Take into account the effects of air and noise pollution from the major highways in and around the site;~~	This generic criterion is sufficiently addressed by other policies including JP-C4 (criterion 1k) and JP-S6	GMCA71 IN25 AP103
	JPA6 (new criterion 8) and new reasoned justification	259	Insert a new criterion (8) to Policy JPA6, as follows: 8. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2	Notwithstanding that it was not referred to in AP103 this change is considered necessary to clarify and ensure	GMCA71

			Insert new reasoned justification, as follows: Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).	consistency with Policy JP-G2	
	JPA6 (criterion 9)	259	Modify criterion 9 of Policy JPA6, as follows: 9. Ensure that there is no undue adverse impact of light~~, air and noise~~ pollution from the development and its associated operations; ~~and~~	The generic requirements relating to air and noise pollution are addressed by other policies including JP-C4 (criterion 1k) and JP-S6.	GMCA71 IN25 AP103
	JPA6 - new reasoned justification	259	Insert new reasoned justification, as follows: The allocation is identified as containing Mineral Safeguarding Areas for sandstone (11.5% of the site); surface coal (99.4%); and brickclay (99.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.	To clarify, setting out an unambiguous policy framework for this allocation reflecting the inclusion of the additional MSA criterion.	GMCA21 AP9 GMCA71 IN25 AP103
	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	261	Amend first paragraph as follows: Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been ~~previously~~ approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'. ~~This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.~~	To clarify and it ensure consistency as JP-D1 requires an infrastructure phasing and delivery strategy.	GMCA72 AP104

	JPA7	262	Modify bullet point 1 as follows: "Deliver a broad mix of around 3,500 homes to diversify the type of accommodation in the Bury and Radcliffe areas. This includes an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build <u>(subject to local demand as set out in the Council's self-build register)</u> and higher densities of development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the allocation. It is expected that around ~~1,900~~ <u>2,100</u> of these homes will be delivered during the plan period;	Consequential modification as a result of the change to the plan period and to provide clarity regarding self build.	GMCA11.1 AP5 & GMCA72 AP104
	JPA7	262	Modify bullet point 2.iii. as follows: iii. <u>Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u> ~~Other off-site highway works where these are necessary to ensure acceptable traffic movement, including works in and around Radcliffe town centre;~~ and	It is considered that, to improve consistency in the approach towards transport interventions, the policy should include a new requirement for the provision of new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7.	GMCA72 AP104
	JPA7	262	Modify the last paragraph in bullet point 2 as follows: Residential development within the allocation will be <u>controlled to ensure that the rate of housing delivery is coordinated with the implementation of the above infrastructure (or key elements of it)</u> ~~limited until the above infrastructure (or key elements of it) is implemented as necessary mitigation~~	To provide clarity with regard to the delivery of infrastructure.	GMCA72 AP104

	JPA7	262	Delete criterion 3.	To provide consistency by referencing transport interventions set out in Appendix D	GMCA72 AP104
	JPA7	262	Delete criterion 4.	To provide consistency by referencing transport interventions set out in Appendix D	GMCA72 AP104
	JPA7	262	Amend criterion 7 as follows: 7. Make provision for a new secondary school, or in the event that secondary school provision is delivered in an alternative way, make a financial contribution towards secondary school provision to meet the needs of the prospective school-aged residents;	To clarify education requirements	GMCA72 AP104
	JPA7	262	Amend criterion 8 as follows: 8. Make provision for two new local centres in accessible locations which include a range of appropriate retail, health and community facilities required to serve purely local needs and ensure they are integrated with existing communities;	To provide clarity regarding the scale of local centres required	GMCA72 AP104
	JPA7	262	Delete criterion 9	It is considered that these requirements are covered by Policy JP-D1 and JP-S2	GMCA72 AP104
	JPA7	262	Amend criterion 11 as follows: 11. Make provision for the replacement of existing recreation space at Warth Fold that is equivalent or better in terms of quantity and quality and in a suitable location; ~~Make provision for recreational facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;~~	It is considered that a modification to the wording of part 11 is required to provide clarification in terms of the intended approach towards the replacement of existing recreational facilities within the site	GMCA72 AP104

				and to ensure that this is consistent with national policy. The modification would also ensure that the Policy is clear in terms of the specific recreation facility to which the requirement would apply.	
	JPA7	262-3	Amend criterion 12 as follows: 12. Provide a significant green corridor which remains within the Green Belt and provides a strategic amount of new, high quality and publicly accessible open space/parkland coupled with a network of multi-functional green and blue infrastructure within the allocation ~~to provide health benefits to residents as well as creating a visually attractive environment and providing linkages to the sites wider drainage strategy in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. This should include~~ <u>including</u> the enhancement and the integration of the existing assets at Elton and Withins Reservoirs and the Manchester, Bolton and Bury Canal to create an extensive recreation, tourism and leisure asset;	It is considered that a modification to the wording of part 12 is required to provide clarification in terms of requiring the provision of green and blue infrastructure to refer to the need to integrate and enhance specific features within the site.	GMCA72 AP104
	JPA7	263	Add new criterion after criterion 12, as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the site in accordance with Policy JP-G2</u>	It is considered that it is necessary to include and additional requirement to secure compensatory improvements to the remaining Green Belt in line with national policy.	GMCA72 AP104
	JPA7	263	Add new criterion after criterion 12, as follows:	To clarify, ensuring that boundaries to the	M17.1 Q17.2

			Strengthen the boundary of the retained area of Green Belt within the site to ensure that it comprises physical features that are readily recognisable and likely to be permanent;	retained Green Belt are readily recognisable and likely to be permanent (as required by para.143(f) of the NPPF)	& GMCA72 AP104
	JPA7	263	Amend criterion 13 as follows: 13. Minimise impacts on ~~and provide net gains for biodiversity assets within the allocation, including the~~ SBIs at Elton Reservoir; Manchester, Bolton and Bury Canal (East); Elton Goyt; Withins Reservoir; Black Lane Marl Pits; and Radcliffe Wetlands in accordance with Policy JP-G 9 'A Net Enhancement of Biodiversity and Geodiversity';	It is considered that a modification to the wording of part 13 is required to make it clear that biodiversity net gains can potentially be achieved outside of the allocation rather than solely within the allocation and to also refer to specific existing features of ecological interest within the site.	GMCA72 AP104
	JPA7	263	Delete criterion 15.	It is considered that flood risk is adequately covered by JP-S5	GMCA72 AP104
	JPA7	263	Delete criterion 16.	It is considered that the requirement for long term management and maintenance under part 16 is adequately dealt with elsewhere in the Plan (Policy JP-G2) and that this requirement should be deleted.	GMCA72 AP104
	JPA7	263	Amend criterion 17 as follows:	It is considered that a modification to the	GMCA72 AP104

			17. Take appropriate account of heritage assets on or around the site and their settings including ~~Protect and, where appropriate, enhance heritage and archaeological assets and their setting, including~~ the Old Hall Farmhouse Grade II ~~l~~Listed ~~b~~Building, other non-designated heritage assets and the wider historic character of the surrounding area in accordance with Policy JP-P2; and ~~, in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process.~~	wording of part 17 is required to ensure a consistent approach across all site allocation policies and to ensure consistency with Policy JP-P2 and national policy.	
	JPA7	263	Add new criterion as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).	To clarify, setting out an unambiguous policy framework for these allocations	GMCA72 AP104
	JPA7	263 - 265	Modify by including a new paragraph in justification to Policy JPA7 to supplement new criterion (above), as follows: "The NPPF specifies that when defining Green Belt boundaries, plans should define boundaries clearly, using physical features that are readily recognisable and likely to be permanent. In some cases, the boundary of the retained Green Belt within the site has been determined by anticipated development parcels and infrastructure but the requirement for any development to provide a permanent boundary between areas of development and the Green Belt will ensure that the boundary is reinforced."	To clarify, setting out the justification for the new criterion relating to Green Belt boundaries (above).	M17.1 Q17.2
	JPA7	263-265	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for sandstone (15.5% of the site); sand and gravel	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

			(40.2%); surface coal (96.2%); and brickclay (96.2%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”		
	JPA8	266	Modify criterion 2 as follows: 2. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;<br~~Make necessary improvements to local highway infrastructure to facilitate appropriate access to the allocation and incorporate enhancements to public transport, pedestrian and cycle routes in the area;~~	To provide consistency by referencing transport interventions set out in Appendix D	GMCA72 AP105
	JPA8	266	Delete criterion 4	It is considered that these requirements are covered by Policy JP-D1 and JP-S2	GMCA72 AP105
	JPA8	267	Amend Criterion 6 as follows: 6. Retain and enhance existing recreation facilities ~~and/~~or ~~replace~~, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location. ~~existing recreation facilities and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;~~	It is considered that a modification to the wording of part 17 is required to provide clarity regarding the recreational facilities	GMCA72 AP105

	JPA8	267	Amend Criterion 7 as follows: 7. Retain and enhance the wildlife corridor and green infrastructure ~~elements~~ to the west and south of the allocation and introduce appropriate mitigation measures ~~to provide health benefits to residents as well as creating a visually attractive environment~~ in accordance with Policy JP-G 2 'Green Infrastructure Network' ~~and Policy JP-G 8 'Standards for Greener Places~~;	It is considered that part 7 of the Policy would benefit from a modification to ensure consistency with Policy JP-G2.	GMCA72 AP105
	JPA8	267	Delete criterion 8	It is considered that this criterion is adequately dealt with elsewhere in the Plan (Policies JP-G9 and JP-G2 respectively)	GMCA72 AP105
	JPA8	267	Delete criterion 9	It is considered that flood risk is adequately covered by JP-S5	GMCA72 AP105
	JPA8	267	Delete criterion 10	It is considered that flood risk is adequately covered by JP-S5	GMCA72 AP105
	JPA8	267	Delete criterion 11	It is considered that this criterion is adequately dealt with elsewhere in the Plan (Policies JP-G9 and JP-G2 respectively)	GMCA72 AP105
	JPA8	267	Add new criterion as follows: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and</u>	Clarity to ensure compensatory improvements to Green Belt in accordance with JP-G2	GMCA72 AP105
	JPA8	267	Add new criterion as follows:	To clarify, setting out an unambiguous policy	GMCA72 AP105

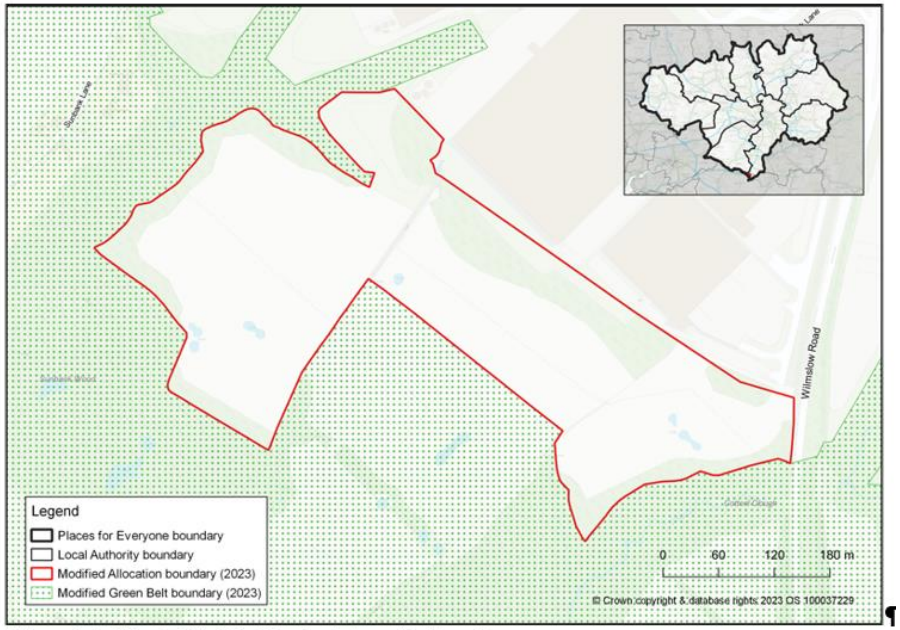
			Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).	framework for these allocations	
	Para 11.116		11.116 Around 50% of the allocation is previously-developed and a large part of the remaining land is used as playing fields. In addition to making provision for the recreational needs of the prospective residents of the new development, there will also be a requirement to provide replacement sports pitch provision in the event that the ~~to off-set the loss of the~~ existing playing fields within the allocation are to be lost to development. It will be ~~is~~ important that the replacement provision is ~~should be accessible, be of an equivalent or better quantity and quality and~~ laid out and usable prior to the commencement of any development on the existing playing fields within the Seedfield allocation.	It is considered that a modification to the wording of part 17 is required to provide clarity regarding the recreational facilities	GMCA72 AP105
	JPA8	267-268	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for sandstone (5.4% of the site); sand and gravel (36.4%); surface coal (64%); and brickclay (64%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA9	269	Amend first paragraph as follows: Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been ~~previously~~ approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to	To clarify and it ensure consistency as JP-D1 requires an infrastructure phasing and delivery strategy.	GMCA72 AP106

			support the scale of the whole development in line with Policy JP-D1 'Infrastructure Implementation'. ~~This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.~~		
	JPA9	269	Amend criterion 1 as follows: 1. Deliver a broad mix of around 1,250 homes to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older people, and provision of plots for custom and self-build housing <u>(subject to local demand as set out in the Council's self-build register)</u>;	Change to provide clarity regarding self-build	GMCA72 AP106
	JPA9	2670	Delete criterion 2. Replace with new criterion as follows: <u>Make provision of a new strategic through road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards;</u>	Provide clarity with regard to the required transport elements of the policy	GMCA72 AP106
	JPA9	270	Delete criterion 3. Replace with new criterion as follows: <u>Make provision for a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, incorporating Leigh Lane and Dow Lane;</u>	Provide clarity with regard to the required transport elements of the policy	GMCA72 AP106

	JPA9	270	Delete criterion 4. Replace with new criterion as follows: <u>Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;</u>	To provide consistency by referencing transport interventions set out in Appendix D	GMCA72 AP106
	JPA9	270	Delete criterion 7	Part 7 requires the provision of a financial contribution towards off-site secondary school provision rather than the provision of a specific school. It is considered that requirements for a contribution towards education provision are adequately dealt with elsewhere in the Plan (Policy JP-P5).	GMCA72 AP106
	JPA9	270	Amend criterion 8 as follows: 8. Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities <u>required to serve purely local needs</u> and ensure that it is integrated within existing communities;	To provide clarity regarding the scale of the local centre.	GMCA72 AP106
	JPA9	270	Delete criterion 9	It is considered that these requirements are covered by Policy JP-D1 and JP-S2	GMCA72 AP106

	JPA9	270	Amend criterion 11 as follows: 11. Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation ~~to provide health benefits to residents to create a visually attractive environment and provide linkages to the sites wider drainage strategy in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. This should include~~ <u>including</u> the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks;	It is considered that part 11 of the Policy would benefit from a modification to ensure consistency with Policy JP-G2 whilst also referring to specific features of the site.	GMCA72 AP106
	JPA9	270	Add new criterion: <u>Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;</u>	Clarity to ensure compensatory improvements to Green Belt in accordance with JP-G2	GMCA72 AP106
	JPA9	270	Add new criterion: <u>Strengthen the boundary of the Green Belt to the south-east of the site to ensure that it comprises physical features that are readily recognisable and likely to be permanent;</u>	Clarity to ensure that boundary of the site will comprise physical features that are that are readily recognizable and likely to be permanent.	GMCA72 AP106
	JPA9	270-271	Delete criterion 12	It is considered that the requirements set out in parts 12 and 15 can be deleted as these matters are adequately dealt with elsewhere in the Plan (Policies JP-G9 and JP-G2 respectively).	GMCA72 AP106

	JPA9	271	Delete criterion 13	It is considered that flood risk is adequately covered by JP-S5	GMCA72 AP106
	JPA9	271	Delete criterion 14	It is considered that SuDS is adequately covered by JP-S5	GMCA72 AP106
	JPA9	271	Delete criterion 15	It is considered that the requirements set out in parts 12 and 15 can be deleted as these matters are adequately dealt with elsewhere in the Plan (Policies JP-G9 and JP-G2 respectively).	GMCA72 AP106
	JPA9	271	Amend criterion 16 as follows: 16. Take appropriate account of heritage assets on or around the site and their settings including ~~Protect and, where appropriate, enhance heritage assets and their setting, including~~ the Christ Church Grade II* ~~l~~Listed ~~b~~Building and other non-designated heritage assets in accordance with Policy JP-P2; and ~~, in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process.~~	It is considered that a modification to the wording of part 16 is required to ensure a consistent approach across all site allocation policies and to ensure consistency with Policy JP-P2 and national policy.	GMCA72 AP106
	JPA9	271	Add new criterion as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).	To clarify, setting out an unambiguous policy framework for these allocations	GMCA72 AP106

	JPA9	271-272	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for sandstone (6.3% of the site); sand and gravel (9.8%); surface coal (94.3%); and brickclay (94.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA10 (Map 11.20)	274	Modify site boundary for JPA10 by amending the allocation and Green Belt boundaries to avoid the SBI, as shown below:  **Map·11.20·JPA·10·Global·Logistics¶**	To ensure the policy is effective and justified in relation to biodiversity assets and consistent with NPPF.	AP128

	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 AP128
	JPA10 (criterion 2)	274	Modify criterion 2 of Policy JPA10, as follows: 2. "Deliver ~~around~~ a minimum of 25,000 sqm ~~B2/~~B8 employment. ~~Suitable uses for the site will be cargo facilities but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities;"~~ Consequential Modification to paragraph 11.128 reasoned justification: "11.128 The opportunity that Manchester Airport ~~and the associated Enterprise Zone~~ provides for the growth of the wider economy is significant. By attracting investment from globally mobile industries to an exemplar development at Global Logistics, significant economic growth for the north of England can be captured. This is a singular location close to a major international airport, and with improvements to local transport infrastructure, it can play its full part in maximising future economic growth. The site is suitable for B8 logistics. …."	To clarify, responding to representations from The Hut Group and Manchester Airport Group and AP128, ensuring the modification provides sufficient flexibility with respect to the delivery of the policy.	M18.1 Q18.4 AP128
	JPA10 (Criterion 3)	274	Modify by deleting criterion 3 of Policy JPA10 as follows: ~~3. Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI, nearby SBIs and ancient woodland, and any existing landscape mitigation affected by development must be appropriately re-provided. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse~~	To clarify, improve the effectiveness of the policy in relation to biodiversity assets, in a manner consistent with NPPF.	AP128

			~~impact will be necessary and should be agreed with the Council, informed by an up-to-date environmental assessment. Suitable buffers should be maintained between development and biodiversity assets with potential enhancement and provision for green infrastructure;~~ Replacement of criterion 3 of JPA10 by two new criteria, with consequential changes to the reasoned justification, as follows: "Avoid any harm to the nearby nationally designated Cotterill Clough SSSI; Seek to avoid, mitigate and compensate any harm to the nearby locally designated assets of nature conservation and ecological value, in particular, Sunbank Woods Ponds SBI, ancient woodland, landscape features and pre-existing biodiversity mitigation schemes, as set out in JP-G9;" Consequential Modification to paragraph 11.128 reasoned justification: 11.128 "…….The area's location within open countryside, adjoining~~, and including part of~~ a Site of Biological Interest (SBI), and ~~adjoining~~ a SSSI, demands a high quality and sensitive design, which will ~~complement, conserve and enhance~~ avoid any harm to the SSSI and follow the mitigation hierarchy in relation to the locally designated nature conservation and ecological features ~~natural environment~~. "		
	JPA10 (New Criterion)	275	Modify by adding a new criterion after the criteria relating to the SBI to Policy JPA10 stating: "Define and/or strengthen the boundaries of the Green Belt adjoining the site such that it will comprise physical features	To clarify, enhancing the effectiveness of Policy JPA10 in ensuring the Green Belt boundaries	AP128

			that are readily recognizable and likely to be permanent, where necessary;" Consequential changes to reasoned justification, new paragraph after 11.128: "…….The site boundary adjoining the Green Belt is largely well defined by woodland, in areas where this is less clear landscaping should strengthen the boundary between the development and Green Belt. ….."	around the allocation are clearly defined, recognisable and likely to be permanent.	
	JPA10 (New Criterion)	275	Modify by adding a new criterion to Policy JPA10 after the criteria relating to Green Belt boundaries stating: "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;" Consequential changes to reasoned justification, new paragraph after paragraph 11.128, stating : "…. National Guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Proposals should consider compensatory improvements to the environmental quality and accessibility of nearby Green Belt."	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.	AP128
	JPA10 (Criterion 4)	275	Modify criterion 4 of Policy JPA10 as follows: 4. Improve access to training and job opportunities, particularly for people in Wythenshawe, in accordance with JP-J1;	To clarify, ensuring the criterion is consistent when read together with Policy JP-J1.	AP128
	JPA10 (Criterion 5, 6 & 7)	275	Delete criterion 5, 6 & 7 of policy JPA10, as follows: ~~5. Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network~~; ~~(including addressing requirements around Public Rights of Way)~~	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D.	AP128

			~~6. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high-quality pedestrian and cycle routes in the area; and~~ ~~7. Include measures to promote sustainable travel including production of a Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs.~~ Replacement of criterion 5, 6 &7 of JPA10 with one new criterion, as follows: "Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7 and if necessary, divert and re-provide Public Rights Of Way."		
	Para 11.128	275	Modify reasoned justification paragraph 11.128 to: "11.128 The opportunity that Manchester Airport ~~and the associated Enterprise Zone~~ provides for the growth of the wider economy is significant. ……."	Modification made to ensure consistency with JP-J3 Offices.	M5.1 Q5.13
	New paragraph after Para 11.128	275	Create new paragraph after 11.128, containing some existing wording from paragraph 11.128 and new wording as follows: "Proposals within the site will need to take account of the existing landscape buffer provided as part of the existing World Logistics Hub. Further species surveys in accordance with the recommendations of an up-to-date Phase 1 Habitat Survey, may be needed for amphibians (including great crested newts), bats and badgers. The site boundary adjoining the Green Belt is largely well defined by woodland, in areas where this is less clear landscaping should strengthen the boundary between the development and Green Belt. National Guidance seeks	Amendments to the reasoned justification responding to AP128 request to consider adding in reference to species surveys into the reasoned justification, plus consequential changes to ensure consistency with policy JPA10 Global Logistics.	AP128

			compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Proposals should consider compensatory improvements to the environmental quality and accessibility of nearby Green Belt.		
	JPA12 (criterion 1)	277	Modify criterion 1 of Policy JPA12, as follows: "Be in accordance with a comprehensive masterplan and design code as agreed by the local planning authority. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;"	To clarify requirement for an infrastructure and phasing delivery strategy, thereby improving the effectiveness of the Policy JPA12	GMCA72 AP107
	JPA12 (criteria 2 and 3)	277	Modify criterion 2 of Policy JPA12, as follows: "Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing and affordable homes in accordance with relevant local plan requirements;" Delete criterion 3 of Policy JPA12, as follows: "~~Provide for affordable homes in line with local planning policy requirements~~;"	To clarify requirement for affordable housing on the site, improving the effectiveness of the Policy JPA12	GMCA72 AP107
	JPA12 (criterion 4, 5 and Para. 11.133)	277	Modify criterion 4 of Policy JPA12, as follows: "Provide for appropriate access points to and from the site in liaison with the local highway authority~~,~~. The main point of access will be from OIdham Road (directly into the allocation) linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south, and be delivered as part of the comprehensive development of both sites;" Modify criterion 5 of Policy JPA12, as follows:	To clarify requirements regarding access, improving the effectiveness of the Policy JPA12	GMCA72 AP107

		280	"Safeguard ~~a~~ an accessible route for walking and cycling connections from the proposed spine road through the northern part of the site……" Modify paragraph 11.133 of the reasoned justification for JPA12, as follows: "The main points of access will be from Oldham Road (directly into the allocation) and from ~~Meek Street or Moss Lane~~ Ripponden Road to the south and east (as part of the Broadbent Moss allocation)~~, and Oldham Road to the north of New Bank House~~. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site ~~to Shaw Town Centre, Broadbent Moss to the south and~~ to the wider area. ~~Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses, and for pedestrian and cyclists.~~ A network of accessible walking and cycling routes will be provided through the site and a route through ~~The route of the section in~~ the northern part of the site is to be safeguarded ~~and offers the opportunity to address traffic and congestion issues within~~ provide sustainable and active travel options for movement to and from Shaw ~~Town~~ Centre~~, whilst enhancing accessibility and connectivity~~. Development in this northern part of the site will have a highway access linking to Greenfield Lane."		
	JPA12 (criterion 6)	278	Delete criterion 6 of Policy JPA12, as follows:	Replaced with new criterion below	GMCA72 AP107

			"~~Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;~~"	referencing Appendix D in accordance with policy JP-C7 to ensure consistency across the plan.	
	JPA12 (criterion 7)	278	Modify criterion 7 of Policy JPA12, as follows: "~~Contribute~~ Provide a proportionate and evidence-based contribution to the delivery of the new Metrolink stop and…"	To clarify, improving the effectiveness of the Policy JPA12	M19.1 Q19.6 / GMCA72 AP107
	JPA12 (criterion 8)	278	Modify criterion 8 of Policy JPA12, as follows: "Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, as part of the multi-functional green-infrastructure network to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network~~. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way), with high-quality landscaping within the site and around the main development areas, to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation~~;"	To clarify and avoid unnecessary duplication with JP-G2 and JP-C7, thereby improving the effectiveness of the Policy JPA12	GMCA72 AP107
	JPA12 New criterion		Add a new criterion to policy JPA12, as follows: "Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"	To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable	GMCA72 AP107

				transport and highways infrastructure and reference to Appendix D / policy JP-C7.	
	JPA12 (criterion 9)	278	Modify criterion 9 of Policy JPA12, as follows: "~~Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines;~~ Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;"	To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.	GMCA72 AP107
	JPA12 (criterion 10)	278	Modify criterion 10 of Policy JP12, as follows: "~~Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;~~ Provide for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;"	To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.	GMCA72 AP107
	JPA12 (criterion 11)	278	Modify criterion 11 of Policy JPA12, as follows: "Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-functional green infrastructure network~~, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment~~;"	Consequential change as a result of modification to criterion 10 above.	M19.1 Q19.3 GMCA72 AP107
	JPA12	278	Modify criterion 12 of Policy JPA12, as follows: "Make provision for ~~Retain and enhance the hierarchy of~~ biodiversity within the site, notably ~~the existing~~ Shawside SBI,	To clarify requirements regarding biodiversity on the site, improving the	GMCA72 AP107

	(criterion 12, Paras. 11.137 and 11.139)		~~including areas of~~ areas of priority habitat, including Deciduous Woodland and Lowland Fens, and ~~the~~ Twingates local nature reserve, in accordance with policy JP-G9; ~~following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met;~~ "	effectiveness of the Policy JPA12	
		281	Insert a new paragraph after paragraph 11.136 of the reasoned justification for JPA12, as follows: "Deciduous Woodland and Lowland Fen priority habitats are located in the northern part of the allocation. " Modify paragraph 11.137, as follows: "The Beal Valley and Broadbent Moss allocations provide opportunities to secure net gains for nature. For these sites, net gains can be applied to Green Infrastructure, priority habitats ~~Deciduous Woodland, Lowland Fen~~ and ~~P~~protected ~~S~~species. The development of the two allocations should include partnership work with appropriate bodies, to ensure that they contribute towards a wider ecological network approach." Delete paragraph 11.139, as follows: "~~Deciduous Woodland is located north of the site, to the east of Shaw Side. Deciduous Woodland is a Priority Habitat, listed under Section 41 the NERC Act 2006. Lowland Fen Priority Habitat is located outside the site boundary, buffering the western edge of the site.~~"	Consequential changes following proposed modification	
	JPA12 (criterion 13)	278	Modify criterion 13 of Policy JPA12, as follows: "Provide further species surveys ~~on~~ in accordance with the recommendations of an up-to-date Phase 1 Habitat Survey	To clarify policy requirements, improving	GMCA72 AP107

			~~phase 1 habitats~~, having particular regard to further surveys that may be needed for amphibians, badgers, water voles~~, and~~ bats and ~~to inform any planning application. Regard should be also had to the~~ river course and broadleaved woodland;"	the effectiveness of the Policy JPA12	
	JPA12 (new criterion, Para. 11.140)	 281	Add a new criterion to JPA12, as follows: "Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);" Modify paragraph 11.140 of the reasoned justification, as follows: "~~Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.~~ The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c)."	To clarify policy requirements, improving the effectiveness of the Policy JPA12 Consequential changes following proposed modification	GMCA72 AP107
	JPA12 (criterion 14)	278	Modify criterion 14 of Policy JPA12, as follows: "Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality~~and seek to achieve 'good status' as proposed under the EU Water Framework Directive~~; "	To clarify policy requirements, improving the effectiveness of the Policy JPA12	GMCA72 AP107
	JPA12 (criterion 15)	278	Modify criterion 15 of policy JPA12, as follows: "Provide for new and/or the improvement of existing open space, sport and recreation facilities, including the expansion and/or improvement of existing facilities at Heyside Cricket Club, commensurate with the demand generated in accordance ~~line~~ with relevant local plan ~~ning policy~~	To clarify requirements for open space, sport and recreation provision, thereby improving the effectiveness of the Policy JPA12	GMCA72 AP107

			requirements; ~~This includes the expansion of, and improvement to existing, facilities at Heyside Cricket Club;~~“		
	JPA12 (criterion 16)	278-279	Modify criterion 16 of Policy JPA12, as follows: “Make provision for onsite, and/or financial contributions towards ~~Contribute to~~ additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, subject to the requirements of the agreed masterplan for the allocation and in accordance with relevant local plan requirements; ~~, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;~~ “	To clarify requirements for onsite, and/or financial contributions towards, additional schools places thereby improving the effectiveness of the Policy JPA12	GMCA72 AP107
	JPA12 (criterion 17)	279	Delete criterion 17 of Policy JPA12, as follows: “~~Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;~~ “	To clarify and remove unnecessary duplication with JP-P6, improving the effectiveness of the Policy JPA12	GMCA72 AP107
	JPA12 (criterion 18, Para. 11.141)	279 281	Modify criterion 18 of Policy JPA12, as follows: “~~Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;~~ Take appropriate account of heritage assets on or around the site, and their settings, including the listed buildings of Birshaw House and New Bank in accordance with policy JP-P2; “ Modify paragraph 11.141 of the reasoned justification, as follows: “~~Development should conserve heritage assets and their setting in accordance with the findings and recommendations~~	To clarify and remove unnecessary duplication with JP-P2, improving the effectiveness of the Policy JPA12 Consequential changes following proposed modification	GMCA72 AP107

			~~of the Historic Environment Assessment (2020) The site includes Duke Mill, an undesignated heritage asset. Development proposals should have regard to the findings and recommendations of the Oldham Mills Strategy.~~ Heritage assets and their settings, on or around the site, including the listed buildings of Birshaw House and New Bank and Duke Mill, an undesignated heritage asset identified in the Oldham Mill Strategy, will need to be taken account of where appropriate. "		
	JPA12 (criterion 19)	279	Delete criterion 19 of Policy JPA12, as follows: "~~Be informed by an appropriate flood risk assessment feeding into a comprehensive drainage strategy for the whole site, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multifunctional green infrastructure network and delivered in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUD's features should be explored;~~ "	To clarify and remove unnecessary duplication with JP-S5, improving the effectiveness of the Policy JPA12	GMCA72 AP107
	JPA12 (new criterion)		Add a new criterion at the end of the policy (after criterion 22), as follows: "Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA72 AP107
	Para.11.134; 11.135	280	Modify paragraph 11.134 and delete paragraph 11.135 of the reasoned justification for JPA12, as follows:	Consequential change following the modification	GMCA72 AP107

			11.134 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide for~~:~~ ~~a.~~ new and/or improved~~ment of~~ existing open space, sport and recreation facilities~~;~~ as well as ~~b.~~ additional school places ~~through the expansion of existing facilities or provision of new school facilities;~~ and ~~c. provide for appropriate~~ health ~~and community~~ facilities in accordance with JP-P5 and JP-P6 and relevant ~~11.135 These would need to be provided in line with~~ local plan~~ning policy~~ requirements ~~and in liaison with the local authority~~.	/ deletion of relevant criteria in JPA12.	
	JPA12	281-281	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (77.3% of the site); sand and gravel (11.9%); sandstone (2.4%) and surface coal (77.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 GMCA72 AP107

	JPA13 (criteria 1 and 2)	282	Modify criterion 1 of Policy JPA13, as follows: "Deliver around 30 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing and affordable homes in accordance with relevant local plan requirements;" Delete criterion 2 of Policy JPA13, as follows: "~~Provide affordable homes in line with local planning policy requirements;~~"	To clarify requirement for affordable housing on the site, improving the effectiveness of the Policy JPA13	GMCA72 AP108
	JPA13 (criterion 3)	282	Modify criterion 3 of Policy JPA13, as follows: "~~Provide for appropriate access to and from the site in liaison with the local highway authority and take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site;~~ Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; "	To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.	GMCA72 AP108
	JPA13 (criterion 4)	282	Delete criterion 4 of Policy JPA13, as follows: "~~Deliver multi-functional green infrastructure and high-quality landscaping within the site and around the min development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;~~"	To clarify and avoid unnecessary duplication with JP-G2 and JP-C7, thereby improving the effectiveness of the Policy JPA13	GMCA72 AP108
	JPA13 (criterion 5)	283	Modify criterion 5 of Policy JPA13, as follows: "~~Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment~~	To clarify, ensuring consistency across the plan regarding reference	GMCA72 AP108

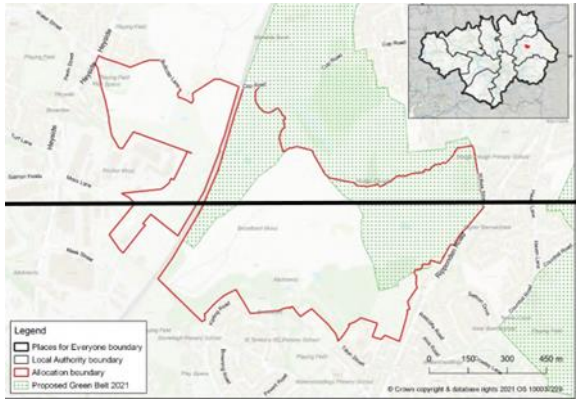
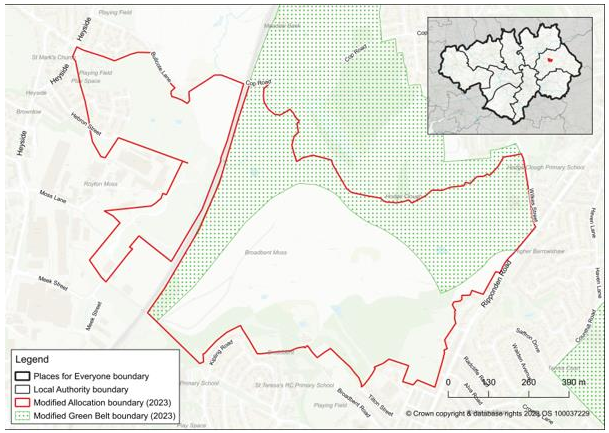
			~~for the Incised Urban Fringe Valleys;~~ Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;"	to landscape character types and policy JP-G1.	
	JPA13 (criterion 6)	283	Delete criterion 6 of policy JPA13, as follows: "~~Retain and enhance the hierarchy of biodiversity within the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green infrastructure network with the wider environment;~~"	To clarify and avoid unnecessary duplication with JP-G9, thereby improving the effectiveness of the Policy JPA13	GMCA72 AP108
	JPA13 (criterion 7)	283	Modify criterion 7 of Policy JPA13, as follows: "Provide further species surveys ~~on~~ in accordance with the recommendations of an up to date Phase 1 Habitat Survey, having particular regard to further surveys that may be needed for amphibians, birds~~,~~ and bats ~~and extended phase 1 habitat surveys to inform planning applications~~;"	To clarify requirements regarding biodiversity on the site, improving the effectiveness of the Policy JPA13	GMCA72 AP108
	JPA13 (criterion 8)	283	Delete criterion 8 of Policy JPA13, as follows: "~~Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network to encourage active travel and improve connections and access to adjoining communities and countryside;~~"	To clarify policy requirements, improving the effectiveness of the Policy JPA13	GMC72 AP108
	JPA13 (criterion 9)	283	Delete criterion 9 of Policy JPA13, as follows: "~~Provide for new and/or the improvement of existing open space, sport and recreation facilities, commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;~~"	To clarify and remove unnecessary duplication with JP-P7, improving the effectiveness of the Policy JPA13	GMCA72 AP108
	JPA13 (criterion 10, Para. 11.149)	283	Modify criterion 10 of Policy JPA13, as follows: "~~Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;~~ Define and/or strengthen the boundaries of the Green Belt around the site such that they will	To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary	GMCA72 AP108

			comprise physical features that are readily recognisable and likely to be permanent;" Modify paragraph 11.149 of the reasoned justification, as follows: ~~Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.~~ There is a need to define and/or strengthen the boundaries of the Green Belt around the whole of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.	Consequential changes following proposed modification	
	JPA13 (criterion 11)	283	Modify criterion 11 of Policy JPA13, as follows: "~~Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;~~ Provide for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;"	To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.	GMCA72 AP108
	JPA13 (criterion 12)	283	Delete criterion 12 of Policy JPA13, as follows: "~~Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;~~"	To clarify and remove unnecessary duplication with JP-P5, improving the effectiveness of the Policy JPA13	GMCA72 AP108
	JPA13 (criterion 13)	283	Delete criterion 13 of Policy JPA13, as follows: "~~Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;~~"	To clarify and remove unnecessary duplication with JP-P6, improving the	GMCA72 AP108

				effectiveness of the Policy JPA13	
	JPA13 (criterion 14, Para. 11.150)	283	Delete criterion 14 of Policy JPA13, as follows: "~~Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Development should be in keeping with the local character of Woodhouses in terms of materials, design and landscaping;~~"	To clarify and remove unnecessary duplication with JP-P2, improving the effectiveness of the Policy JPA13	GMCA72 AP108
		284	Modify paragraph 11.150 of the reasoned justification, as follows: "~~Woodhouses Conservation Area is in close proximity to the site and, whilst outside the boundary, any development would need to consider the impact on its setting through the completion of a further Heritage Impact Assessment~~ The site is close to Woodhouses Village Conservation Area, as such any development should be in keeping with the local character of the conservation area in terms of materials, design and landscaping in accordance with JP-P1."	Consequential changes following proposed modification	
	JPA13 (criterion 15)	283	Delete criterion 15 of Policy JPA13, as follows: "~~Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; and~~ "	To clarify and remove unnecessary duplication with JP-P2, improving the effectiveness of the Policy JPA13	GMCA72 AP108
	JPA13 (criterion 16)	283	Delete criterion 16 of Policy JPA13, as follows: "~~Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management~~	To clarify and remove unnecessary duplication with JP-S5, improving the effectiveness of the Policy JPA13	GMCA72 AP108

			~~throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.~~"		
	JPA13 New criterion		Add new criterion to Policy JPA13 after criterion 16, as follows: "Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA72 AP108
	Para. 11.146	284	Delete paragraph 11.146 of the reasoned justification for Policy JPA13, as follows: "~~The site may have ecological value that would need to be mitigated and integrated into the development as part of a complementary multi-functional green infrastructure.~~"	Consequential change following the modification / deletion of relevant criteria in JPA13.	GMCA72 AP108
	Paragraph 11.147; 11.148	284	Modify paragraphs 11.147 and 11.148 of the reasoned justification for Policy JPA13, as follows: 11.147 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. Any development would need to provide for~~:~~ ~~a.~~ new and/or improved ~~ment of~~ existing open space, sport and recreation facilities~~;~~ as well as	Consequential change following the modification / deletion of relevant criteria in JPA13.	GMCA72 AP108

			~~b.~~ additional school places ~~through the expansion of existing facilities or provision of new school facilities;~~ and ~~c. provide for appropriate~~ health ~~and community~~ facilities <u>in accordance with JP-P5 and JP-P6 and relevant</u>~~.~~ ~~11.148 These would need to be provided in line with~~ local plan~~ning policy~~ requirements ~~and in liaison with the local authority~~.		
	JPA13	284	Insert new paragraph at end of JPA13 after paragraph 11.151, as follows: "<u>The allocation is identified as containing Mineral Safeguarding Areas for brickclay (92.5% of the site); and surface coal (99.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.</u>"	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 GMCA72 AP108

	JPA14 (Picture 11.24)		Delete '~~Picture 11.24 JPA14 Broadbent Moss~~'  Insert new "<u>Map 11.24 JPA14 Broadbent Moss</u>" showing amended Green Belt boundary, as follows  	New Picture 11.24 JPA14 Broadbent Moss to be inserted showing amended Green Belt boundary	GMCA81

	JPA14 (criterion 1)	285	Modify second sentence of criterion 1 of Policy JPA14, as follows: "This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;"	To clarify requirement for an infrastructure and phasing delivery strategy, thereby improving the effectiveness of the Policy JPA14	GMCA72 AP109
	JPA14 (criteria 2 and 3)	285	Modify criterion 2 of Policy JPA14, as follows: "Deliver around 1,450 homes providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. This includes making provision for affordable homes in accordance with relevant local plan requirements and incorporating higher density apartments adjacent to the proposed Metrolink stop. It is estimated that around ~~500~~ 376 of these homes will be delivered post ~~2037~~ 2039;" Delete criterion 3 of Policy JPA14, as follows: "~~Provide for affordable homes in line with local planning policy requirements;~~ "	To clarify requirements for delivering a range of dwelling types and affordable housing on the site, improving the effectiveness of the Policy JPA14	GMCA72 AP109
	JPA14 (criterion 4)	285	Modify criterion 4 of Policy JPA14, as follows: "Deliver around 21,000 sqm industrial and warehouse floorspace ~~employment floorspace~~ extending the existing	To clarify the type of employment floorspace to be delivered on the site,	GMCA72 AP109

			employment opportunities at Higginshaw Business Employment Area; “	improving the effectiveness of the Policy JPA14	
	JPA14 (criterion 5 and paras. 11.157 and 11.158)	285 / 286	Modify criterion 5 of Policy JPA14, as follows: “~~The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing;~~ The main points of access will be from Ripponden Road to the east and Oldham Road via the proposed spine road to be constructed as part of the development of JPA12 Beal Valley allocation. The spine road from allocation JPA12 will be extended across the site, including the part to be retained in the Green Belt, to Ripponden Road with a bridge over the Metrolink line. The spine road will serve the residential development and provide a through route between Ripponden Road and Oldham Road to the west of allocation JPA12. The industrial and warehouse development will be accessed from the existing industrial estate;~~.~~”~~	To clarify requirements regarding access, improving the effectiveness of the Policy JPA14	GMCA72 AP109
		288	Modify the second sentence of paragraph 11.157 of the reasoned justification for Policy JPA14, as follows: “Improvements to the highway network~~, including Bullcote Lane, Cop Road and the new access points proposed~~, will help to improve connectivity to the wider area by a range of modes of travel, in particular providing connections to Sholver.” Modify paragraph 11.158 of the reasoned justification for Policy JPA14, as follows:		

			"The main points of access to the site will be from ~~Meek Street or Moss Lane to the west and Vulcan Street~~ Ripponden Road to the east and (via JPA12 Beal Valley allocation) Oldham Road in the west. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to the Beal Valley allocation to the north, and to the wider area. ~~Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect, and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses and for pedestrian and cyclists.~~ South of Cop Road, the new link will continue through the Broadbent Moss allocation, to form an east-west connection with ~~Vulcan St~~ Ripponden Road over the existing Metrolink line. At least one crossing point over the Metrolink line will be required to connect the eastern and western parts of the site. Access to the proposed new employment development will be via Meek Street or Moss Lane, and this development will be connected to the rest of the allocation by accessible walking and cycling routes."		
	JPA14 (criterion 6)	286	Delete criterion 6 of Policy JPA14, as follows: "~~Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities.~~"	Replaced with new criterion below referencing Appendix D in accordance with policy JP-C7 to ensure consistency across the plan.	GMCA72 AP109
	JPA14 (criterion 7)	286	Modify criterion 7 of Policy JPA14, as follows: "Safeguard land for, and provide a proportionate and evidence-based ~~Contribute~~ contribution towards, the delivery of a new Metrolink stop and park and ride facility, along with the Beal	To clarify, improving the effectiveness of the Policy JPA14	M19.1 Q19.14 GMCA72

			Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity;"		AP109
	JPA14 (new criterion)		Add new criterion to Policy JPA14 between criteria 7 and 8, as follows: "Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"	To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.	GMCA72 AP109
	JPA14 (criterion 8)	286	Modify criterion 8 of Policy JPA14, as follows: "Make provision for a local centre which provides a range of shops and services in accordance with relevant local plan requirements, in a suitable and accessible location within ~~adjacent to the new Metrolink stop and new park and ride facility on the north western part of~~ the site~~, incorporating higher density apartments~~; "	To clarify requirements regarding local centre, improving the effectiveness of the Policy JPA14	GMCA72 AP109
	JPA14 (criterion 9)	286	Modify criterion 9 of Policy JPA14, as follows: "Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, as part of the multi-functional green-infrastructure network, to encourage sustainable modes of travel and maximise the sites accessibility. This will include an accessible cycle and walking connection between the employment and residential developments within the allocation; ~~This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the~~	To clarify and avoid unnecessary duplication with JP-G2 and JP-C7, thereby improving the effectiveness of the Policy JPA14	GMCA72 AP109

			~~neighbouring communities and countryside and provide opportunities for leisure and recreation;~~ “		
	JPA14 (criterion 10)	286	Modify criterion 10 of Policy JPA14, as follows: “~~Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines. A Landscape Appraisal is required to inform any planning application;~~ Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;”	To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.	GMCA72 AP109
	JPA14 (criterion 11; new para.)	286 289	Modify criterion 11 of policy JPA14, as follows: “~~Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. Development will be required to create a new defensible Green Belt boundary around the development parcels identified to the east of the Metrolink line;~~ Define and/or strengthen the boundaries of the retained Green Belt within and adjoining the site such that they will comprise physical features that are readily recognisable and likely to be permanent;” Insert new paragraph to reasoned justification for policy JPA14 after the modified paragraphs 11.159 and11.160, as follows: “There is a need to define and/or strengthen the boundaries of the retained Green Belt within and adjoining the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.”	To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary Consequential changes following proposed modification	GMCA72 AP109

	JPA14 (criterion 12; para. 11.161)	286 289	Modify criterion 12 of Policy JPA14, as follows: "~~Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt, as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;~~ Provide for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;" Modify paragraph 11.161 of the reasoned justification, as follows: "A large proportion of the site is proposed to remain undeveloped and will be retained as Green Belt. Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, the retained areas of Green Belt within the allocation provide~~,~~ ~~providing~~ an opportunity to ~~significantly~~ enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (such as the priority habitats) and improving access to the open countryside for the local community. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."	To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2. Consequential changes following proposed modification	GMCA72 AP109
	JPA14 (criterion 13; new para, paras. 11.162, 11.164, and 11.165)	286	Modify criterion 13 of Policy JPA14, as follows: "~~Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multifunctional green-infrastructure network with the wider environment;~~ Make provision for biodiversity within and/or close to the site, most	To clarify requirements regarding biodiversity on the site, improving the effectiveness of the Policy JPA14	GMCA72 AP109

			notably areas of priority habitat, including Deciduous Woodland and Lowland Fens, in accordance with policy JP-G9;“		
		289	Insert new paragraph after paragraph 11.161 and modify paragraph 11.162 of the reason justification, as follows: New paragraph: “Deciduous Woodland is located along the southern boundary to the east of the Metrolink line and outside the allocation boundary to the south of Cop Road. Lowland Fen priority habitat is located to the west of the Metrolink line.” 11.162 “The Beal Valley and Broadbent Moss strategic allocations provide opportunities to secure net gains for nature and local communities. For these site allocations net gains can be applied to Green Infrastructure, priority habitats ~~Deciduous Woodland, Lowland Fen~~ and ~~P~~protected ~~S~~species. The development of the two site allocations should include elements of partnership work with appropriate bodies, to ensure they contribute towards a wider ecological network approach.” Delete paragraphs 11.164 and 11.165, as follows: “~~Deciduous Woodland is located north of the site east of Shaw Side. Deciduous Woodland is a Priority Habitat listed under Section 41 the Natural Environmental and Rural Communities (NERC) Act 2006.~~ “ “~~Lowland Fen Priority Habitat is located outside of the site boundary, buffering the western edge of the site.~~ “	Consequential change following the modification of criteria 13 and 14 of JPA14.	
	JPA14 (criterion 14)	286	Modify criterion 14 of policy JPA14, as follows:	To clarify policy requirements, improving	GMCA72 AP109

			"~~Have regard to the recommendations of the Habitat Regulations Assessment and p~~ Provide further species surveys ~~on~~ in accordance with the recommendations of an up-to-date Phase 1 Habitat Survey, ~~phase 1 habitats,~~ having particular regard to further surveys that may be needed for badgers, amphibians (including great crested newts) and bats ~~surveys to inform any planning application~~;"	the effectiveness of the Policy JPA14	
	JPA14 (new criterion; para. 11.166)	 289	Add new criterion to policy JPA14 between criteria 14 and 15, as follows: "Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c)." Modify paragraph 11.166 of the reasoned justification, as follows: "~~Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.~~ The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c)."	To clarify policy requirements, improving the effectiveness of the Policy JPA14 Consequential changes following proposed modification	GMCA72 AP109
	JPA14 (criterion 15)	286	Modify criterion 15 of Policy JPA14, as follows: "Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality; ~~and seek to achieve 'good status' as proposed under the EU Water Framework Directive;~~ "	To clarify policy requirements, improving the effectiveness of the Policy JPA14	GMCA72 AP109
	JPA14 (criterion 16)	286	Delete criterion 16 of policy JPA14, as follows:	To clarify and remove unnecessary duplication	GMCA72 AP109

			"~~Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;~~ "	with JP-P7, improving the effectiveness of the Policy JPA14	
	JPA14 (criterion 17)	286 / 287	Modify criterion 17 of Policy JPA14, as follows: "Make provision for onsite, and/or financial contributions towards, ~~Contribute to~~ additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, subject to the requirements of the agreed masterplan for the allocation and in accordance with relevant local plan~~ning policy~~ requirements ~~either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority~~;"	To clarify requirements for onsite, and/or financial contributions towards, additional schools places thereby improving the effectiveness of the Policy JPA14	GMCA72 AP109
	JPA14 (criterion 18)	287	Delete criterion 18 of Policy JPA14, as follows: "~~Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision; ~~"	To clarify and remove unnecessary duplication with JP-P6, improving the effectiveness of the Policy JPA14	GMCA72 AP109
	JPA14 (criterion 19, para. 11.167)	287 289	Delete criterion 19 of Policy JPA14, as follows: "~~Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; ~~ " Delete paragraph 11.167 of the reasoned justification, as follows: "~~Development should conserve heritage assets and their settings through a Heritage Impact Assessment and having~~	To clarify and remove unnecessary duplication with JP-P2, improving the effectiveness of the Policy JPA14 Consequential changes following proposed modification	GMCA72 AP109

			~~regard to the findings and recommendations of the Historic Environment Assessment (2020).~~"		
	JPA14 (new criterion)		Add in new criterion to end of policy JPA14 after criterion 24, as follows: "Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA72 AP109
	Paras. 11.159 and 11.160	288-289	Modify paragraphs 11.159 and 11.160 of the reasoned justification for Policy JPA14, as follows: 11.159 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide~~;~~ for ~~a.~~ new and/or improved ~~ment of~~ existing open space, sport and recreation facilities~~;~~ as well as ~~b.~~ additional school places ~~through the expansion of existing facilities or provision of new school facilities;~~ and ~~c.~~ provide for appropriate health ~~and community~~ facilities in accordance with JP-P5 and JP-P6 and relevant~~.~~ ~~11.160 These would need to be provided in line with~~ local plan~~ning policy~~ requirements ~~and in liaison with the local authority~~.	Consequential change following the modification / deletion of relevant criteria in JPA14.	GMCA72 AP109

	JPA14 (new para.)	290	Insert the following paragraph at the end of the reasoned justification for JPA14 after paragraph 11.169, as follows: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (79.3% of the site); sand and gravel (29.7%); sandstone (19.2%) and surface coal (79.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 GMCA72 AP109
	JPA15 (new criterion; criterion 3; para 11.172)	291 293

	JPA15 (criterion 2, para. 11.171)	291 292 / 293	Modify criterion 2 of Policy JPA15, as follows: "Provide a range of commercial, leisure and retail facilities of up to ~~6,000~~ 3,000 sqm in accordance with relevant local plan requirements, as part of a mix of uses, to support tourism and leisure facilities, connected to its gateway location to the Peak District National Park and capitalising on its proximity to Dove Stone Reservoir;" Modify paragraph 11.171 of the reasoned justification, as follows: "The site is in a gateway location into the Peak District National Park and presents a strategic and unique opportunity for Oldham and Greater Manchester. As such, there may be an opportunity to deliver ~~to achieve~~ complementary tourism and leisure development as part of a mix of uses on the site where these are in accordance with relevant local plan requirements, such as a small convenience retail or café that may benefit the visitor economy given its proximity to Dove Stone Reservoir. ~~to enhance the sub-region's visitor and destination offer. The development of the site for leisure and tourism uses will also capture leisure spend in the local economy due to its proximity to the RSPB reserve, Dove Stone Reservoir and the Saddleworth villages, and create employment opportunities. The~~ Any tourism and leisure offer provided on the site should capitalise on, and complement, its location in a way that is sensitive to its unique setting."	To clarify the scale of commercial, leisure and retail facilities to be provided, improving the effectiveness of the Policy JPA15 Consequential changes following proposed modification to criterion 2	GMCA83 AP118
	JPA15 (criteria 4 and 5)	291	Modify criterion 4 of Policy JPA15, as follows: "Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative	To clarify, ensuring consistency across the plan regarding provision	GMCA83 AP118

			transport interventions set out in Appendix D in accordance with policy JP-C7 including ~~Provide~~ an improved access off the A669 / A635 and improvements to the existing access road up to the mill complex, including the river crossing over Chew Brook, up to adoptable standards;" Delete criterion 5 of Policy JPA15, as follows: "~~Take account of and deliver other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve access to the surrounding area, including off-site highway improvements, high-quality walking and cycling and public transport facilities, including opportunities for bus service provision into the site;~~"	of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.	
	JPA15 (criterion 6; para. 11.176)	291 293	Delete criterion 6 of Policy JPA15, as follows: "~~Be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dove Stone Reservoir, the Peak District National Park and designated conservation areas. Development must have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act 1995;~~" Modify paragraph 11.176 of the reasoned justification, as follows: "~~Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.~~ Given the proximity of the site any development will need to have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act 1995. This will be addressed through policies elsewhere in the Plan, such as JP-C7 in relation to the	To clarify policy requirements, improving the effectiveness of the Policy JPA15 Consequential changes following proposed modification to criterion 6	GMCA83 AP118

			requirements for transport assessments, and criteria above addressing matters such as landscape and green infrastructure."		
	JPA15 (criterion 7)	291	Modify the first sentence of criterion 7 of Policy JPA15, as follows: "Incorporate multi-functional green and blue infrastructure and high levels of landscaping to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance pedestrian and cycling linkages with ~~the~~ neighbouring communities, including Greenfield, and Dove Stone reservoir and the surrounding countryside."	To clarify policy requirements, improving the effectiveness of the Policy JPA15	GMCA83 AP118
	JPA15 (criterion 8)	291	Modify criterion 8 of Policy JPA15, as follows: "~~Be designed to minimise the landscape impact having regard to the findings and recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Open Moorlands and Enclosed Upland Fringes (Dark Peak);~~ Reflect and respond to the special qualities and sensitivities of the key characteristics of the Open Moorlands and Enclosed Upland Fringes (Dark Peak) landscape character type in accordance with policy JP-G1 and the site's proximity to Dove Stone Reservoir and the Peak District National Park;"	To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.	GMCA83 AP118
	JPA15 (criterion 9; para. 11.177)	291	Modify criterion 9 of Policy JPA15, as follows: "~~Retain and enhance biodiversity within and adjoining the site, notably the areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multi-functional green infrastructure network with the wider environment;~~ Make provision for biodiversity within and/or close to the site, most	To clarify requirements regarding biodiversity on the site, improving the effectiveness of the Policy JPA15	GMCA83 AP118

		293	notably areas of adjoining priority habitat, including Deciduous Woodland, in accordance with policy JP-G9;“ Modify paragraph 11.177 of the reasoned justification, as follows: “~~Development must follow the legal and policy requirements of protecting irreplaceable habitats and the mitigation hierarchy of doing everything possible to avoid and then minimise the impact on biodiversity, and only then after taking all measures compensate for losses that cannot be avoided. Meaningful biodiversity net gain is then applied on top of this approach.~~ The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats, including areas of Deciduous Woodland adjoining the site.”	Consequential changes following proposed modification to criterion 9	
	JPA15 (criterion 10)	291	Modify criterion 10 of Policy JPA15, as follows: “Provide further species surveys ~~on~~ in accordance with the recommendations of an up-to-date Phase 1 Habitat Survey, having particular regard to further surveys that may be needed for ~~extended phase 1 habitats,~~ bats and birds ~~to inform any planning application~~;“	To clarify policy requirements, improving the effectiveness of the Policy JPA15	GMCA83 AP118
	JPA15 (criterion 11; new para.)	291	Modify criterion 11 of Policy JPA15, as follows: “~~Ensure that development does not have an adverse impact on the integrity of the nearby Special Protection Area (SPA) and Special Area of Conservation (SAC). The recommendations from the Habitat Regulations Assessment must be considered;~~ Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7(c);”	To clarify policy requirements, improving the effectiveness of the Policy JPA15	GMCA83 AP118

			Insert new paragraphs in the reasoned justification after paragraph 11.177, as follows: "The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c)."	Consequential changes following proposed modification to criterion 9	
	JPA15 (criterion 12)	291	Modify criterion 12 of Policy JPA15, as follows: "Be designed to relate positively to Chew Brook along the northern boundary, and other watercourses running through the site, integrating them as part of ~~a~~ the multi-functional green infrastructure network, creating ~~a~~ green routes along the ~~river / brook~~ watercourses, ensuring that development is set back to allow ecological movement, and providing opportunities to improve the existing water quality;"	To clarify policy requirements, improving the effectiveness of the Policy JPA15	GMCA83 AP118
	JPA15 (criterion 13)	291	Delete criterion 13 of Policy JPA15, as follows: "~~Provide for opportunities to protect and enhance the habitats and corridor along Chew Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive;~~"	Consequential change resulting from modifications to related criteria.	GMCA83 AP118
	JPA15 (criterion 14; new para)	291	Modify criterion 14 of Policy JPA15, as follows: "~~Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;~~ Define and/or strengthen the boundaries of the Green Belt around the site such that they will comprise physical features that are readily recognisable and likely to be permanent;"	To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary	GMCA83 AP118

			Insert new paragraphs in the reasoned justification after paragraph 11.177, as follows: "There is a need to define and/or strengthen the boundaries of the Green Belt around the whole site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.	Consequential changes following proposed modification to criterion 14	
	JPA15 (criterion 15)	292	Modify criterion 15 of Policy JPA15, as follows: "~~Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;~~ Provide for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;"	To clarify, ensuring consistency across the plan regarding requirements to provide for compensatory improvements in accordance with policy JP-G2.	GMCA83 AP118
	JPA15 (criterion 16)	292	Delete criterion 16 of Policy JPA15, as follows: "~~Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements, and local surpluses and deficiencies~~;"	To clarify and remove unnecessary duplication with JP-P7, improving the effectiveness of the Policy JPA15	GMCA83 AP118
	JPA15 (criterion 17)	292	Delete criterion 17 of Policy JPA15, as follows: "~~Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;~~ "	To clarify and remove unnecessary duplication with JP-P5, improving the effectiveness of the Policy JPA15	GMCA83 AP118

	JPA15 (criterion 18)	292	Delete criterion 18 of Policy JPA15, as follows: "~~Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision in liaison with the local authority and Public Health;~~ "	To clarify and remove unnecessary duplication with JP-P6, improving the effectiveness of the Policy JPA15	GMCA83 AP118
	JPA15 (criterion 19; para. 11.180)	292	Modify criterion 19 of Policy JPA15, as follows: "~~Be informed by the findings and recommendations of the Historic Environment Assessment (2020) and addendum (2021) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;~~ Have regard to the setting of heritage assets in close proximity to the site, including Hey Top Conservation Area and Greenfield House and New Barn Grade II Listed Buildings, and be informed by a Heritage Statement which identifies those buildings and structures on the site that are considered to be non-designated assets and should be retained as part of development proposals. The alteration, extension or demolition of any buildings contributing to the landscape or heritage interest of the site will require clear justification in relation to the significance and setting of the asset within and/or in close proximity to the site; and"	To clarify and remove unnecessary duplication with JP-P2, improving the effectiveness of the Policy JPA15	GMCA83 AP118
		294	Modify the third and fourth sentences of paragraph 11.180 of the reasoned justification, as follows: "~~Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment and having regard to the Historic Environment Assessment (2020) and addendum (2021). Any development proposals should also have regard to the findings and recommendations of the Oldham Mill Strategy.~~ Development	Consequential changes following proposed modification to criterion 19	

			should conserve heritage assets and their setting in accordance with JP-P2 and relevant local plan requirements."		
	JPA15 (criterion 20)	292	Delete criterion 20 of Policy JPA15, as follows: "~~Ensure high quality design that is environmentally and sustainably driven, including grey harvesting and recycling, maximising energy efficiency through good building design and fuel-efficient technology, a reduction of car usage and household recycling facilities; and~~"	To clarify policy requirements, improving the effectiveness of the Policy JPA15	GMCA83 AP118
	JPA15 (criterion 21; para. 11.181)	292	Modify criterion 21 of Policy JPA15, as follows: "Be informed by an appropriate flood risk assessment, which takes account of any recommendations from the Level 2 Strategic Flood Risk Assessment Site Summary Report, and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. Development must avoid Flood Zone 3b and deliver any appropriate recommendations, including mitigation measures, ensuring development is safe over its lifetime and does not increase flood risk elsewhere. The strategy should include details of full surface water management throughout the site which should be integrated into ~~as part of~~ the proposed multi-functional green and blue infrastructure and include the de-culverting of Fletcher's Brook and the creation of an open channel watercourse running through, and discharging downstream, of the site. ~~Development must avoid Flood Zone 3b and deliver any appropriate recommendations, including mitigation measures, ensuring development is safe over its lifetime and does not increase flood risk elsewhere. Natural sustainable drainage systems should be integrated to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and~~	To clarify policy requirements, improving the effectiveness of the Policy JPA15	GMCA83 AP118

		294	~~opportunities to use natural flood management and highway SUDs features should be explored.~~" Modify third, fourth and fifth sentences of paragraph 11.181 of the reasoned justification, as follows: "A comprehensive drainage strategy, including a maintenance plan, for the whole site would be required as part of the more detailed masterplanning stage ~~to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development~~. As part of the strategy for surface water management across the site Fletcher's Brook should be de-culverted and an open space channel watercourse created that runs through, and discharges downstream of, the site. When preparing the strategy, regard ~~Regard~~ should also be had to the SUDS guidance set out in the Greater Manchester Level 1 Strategic Flood Risk Assessment and other National Standards (such as CIRIA, Water UK Design and Construction Guidance)."	Consequential changes following proposed modification to criterion 21	
	Para. 11.175	293	Modify paragraph 11.175 of the reasoned justification for Policy JPA15, as follows: "The policy seeks multi-functional green and blue infrastructure and high levels of landscaping as part of the comprehensive development of the site. This includes the retention and enhancement of existing public rights of way and recreation routes to improve linkages to and from the site to Greenfield, Dove Stone Reservoir, the Peak District National Park and ~~the wider~~ surrounding countryside. It will also be important to ensure that any development is designed to relate positively to Chew Brook which runs along the northern boundary and any other watercourses running through the site so as to allow for ecological movement."	Consequential change following the modification / deletion of relevant criteria in JPA15.	GMCA83 AP118

	Paras. 11.178 and 11.179	293 / 294	Delete paragraph 11.178 and modify paragraph 11.179 of the reasoned justification for Policy JPA15, as follows: 11.178 "~~It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide:~~ ~~a. new and/or improvement of existing open space, sport and recreation facilities;~~ ~~b. additional school places through the expansion of existing facilities or provision of new school facilities; and~~ ~~c. provide for appropriate health and community facilities.~~" 11.179 "~~These would need to be provided in line with local planning policy requirements and in liaison with the local authority.~~ It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide for new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with JP-P5 and JP-P6 and relevant local plan requirements."	Consequential change following the modification / deletion of relevant criteria in JPA15.	GMCA83 AP118
	JPA16 (criteria 2 and 3)	295	Modify criterion 2 of Policy JPA16, as follows: "Deliver around 460 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and	To clarify requirement for affordable housing on the site, improving the	GMCA72 AP110

			meet local needs, including the delivery of a mix of high-quality family housing and affordable homes in accordance with relevant local plan requirements;" Delete criterion 3 of Policy JPA16, as follows: "~~Provide for affordable homes in line with local requirements set out in local planning policy requirements;~~"	effectiveness of the Policy JPA16	
	JPA16 (criterion 4)	295	Modify criterion 4 of Policy JPA16, as follows: "Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be Cocker Mill Lane to the south~~ern part of the site, with an emergency/controlled secondary access to Cowlishaw,~~, Kings Road to the west where any access arrangements will need to take account of the nearby priority habitats and children's play area ~~central part of the site that lies to the north of Cowlishaw Farm~~ and Denbigh Drive to the north where~~, with~~ access will be limited to the small parcel at the north only. An emergency / controlled secondary access to the site should be provided via Cowlishaw;"	To clarify requirements regarding access, improving the effectiveness of the Policy JPA12	GMCA72 AP110
	JPA16 (criterion 5)	296	Modify criterion 5 of Policy JPA16, as follows: "~~Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities;~~ Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"	To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.	GMCA72 AP110
	JPA16 (criteria 6 and 8)	296	Modify criterion 6 of Policy JPA16, as follows:	To clarify policy requirements regarding	GMCA72 AP110

			"~~Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas. This is to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation.~~ Make provision for green infrastructure (incorporating the retention and enhancement of existing public rights of way where appropriate), landscaping and biodiversity net gain across the site, having regard to Cowlishaw Ponds SBI, the areas of priority habitat near to Kings Road, areas of woodland and other features on the site so as to mitigate its environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;" Delete criterion 8 of Policy JPA16, as follows: "~~Retain and enhance the hierarchy of biodiversity within the site, notably the existing Cowlishaw Ponds SBI and the area of priority habitat to the south of Crompton Primary School, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multi-functional green infrastructure network with the wider environment;~~"	green infrastructure, landscaping and biodiversity, improving the effectiveness of the Policy JPA16 Consequential change as a result of modification to criterion 6 above.	
	JPA16 (criterion 7)	296	Modify criterion 7 of Policy JPA16, as follows: "~~Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines;~~ Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills South / West Pennines landscape character type in accordance with policy JP-G1;"	To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.	GMCA72 AP110

	JPA16 (criterion 9)	296	Modify criterion 9 of Policy JPA16, as follows: "Provide further species surveys ~~on~~ in accordance with the recommendations of an up-to-date Phase 1 Habitat Survey, having particular regard to further surveys that may be needed for amphibians (including great crested newts), ~~extended phase 1 habitat,~~ breeding birds, badgers and bats ~~to inform any planning application~~;"	To clarify policy requirements, improving the effectiveness of the Policy JPA16	GMCA72 AP110
	JPA16 (new criterion and para.)		Add new criterion to Policy JPA16 between criteria 9 and 10, as follows: "Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c); and" Add new paragraph between paragraphs 11.187 and 11.188, as follows: "The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c)."	To clarify policy requirements, improving the effectiveness of the Policy JPA16 Consequential changes following addition of new criterion.	GMCA72 AP110
	JPA16 (criterion 10)	296	Modify criterion 10 of Policy JPA16, as follows: "Provide for new and/or the improvement of existing open space, sport and recreation facilities, including the retention, or relocation to elsewhere in the site, of the existing play area off Kings Road, commensurate with the demand generated and local surpluses and deficiencies, in accordance ~~line~~ with relevant local plan~~ning policy~~ requirements~~. This includes the retention or relocation if required, and improvement of, the existing play area off Kings Road within the site~~;"	To clarify policy requirements, improving the effectiveness of the Policy JPA16	GMCA72 AP110

	JPA16 (criterion 11)	296	Delete criterion 11 of Policy JPA16, as follows: "~~Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;~~"	To clarify and remove unnecessary duplication with JP-P5, improving the effectiveness of the Policy JPA16	GMCA72 AP110
	JPA16 (criterion 12)	296	Delete criterion 12 of Policy JPA16, as follows: "~~Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision; ~~"	To clarify and remove unnecessary duplication with JP-P6, improving the effectiveness of the Policy JPA16	GMCA72 AP110
	JPA16 (criterion 13; para. 11.191)	296 298	Delete criterion 13 of Policy JPA16, as follows: "~~Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; and ~~" Delete paragraph 11.191 of the reasoned justification, as follows: "~~There are heritage assets in the surrounding area. Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment and having regard to the Historic Environment Assessment (2020).~~"	To clarify and remove unnecessary duplication with JP-P2, improving the effectiveness of the Policy JPA16 Consequential changes following proposed modification to criterion 13	GMCA72 AP110
	JPA16 (criterion 14)	296	Delete criterion 14 of Policy JPA16, as follows: "~~Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue~~	To clarify and remove unnecessary duplication with JP-S5, improving the effectiveness of the Policy JPA16	GMCA72 AP110

			~~infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network, and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.~~“		
	Para. 11.188	297	Delete paragraph 11.188 of the reasoned justification for Policy JPA16, as follows: “~~Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.~~“	Consequential change following modifications to Policy JPA16.	GMCA72 AP110
	Paras. 11.189; 11.190	297	Modify paragraphs 11.189 and 11.190 of the reasoned justification for Policy JPA16, as follows: 11.189 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and takes account of the increased demand it may place on existing provision. As such, any development would need to provide~~:~~ for ~~a.~~ new and/or improved ~~ment of~~ existing open space, sport and recreation facilities~~;~~ as well as ~~b.~~ additional school places ~~through the expansion of existing facilities or provision of new school facilities;~~ and ~~c. provide for appropriate~~ health ~~and community~~ facilities in accordance with JP-P5 and JP-P6 and ~~11.190 These would need to be provided in line with~~ relevant local plan~~ning policy~~ requirements ~~and in liaison with the local authority~~.	Consequential change following modifications to Policy JPA16.	GMCA72 AP110

	JPA17 (criteria 2 and 3)	299	Modify criterion 2 of Policy JPA17, as follows: "Deliver around 175 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing and affordable homes in accordance with relevant local plan requirements;" Delete criterion 3 of Policy JPA17, as follows: "~~Provide for affordable homes, in line with local planning policy requirements;~~"	To clarify requirement for affordable housing on the site, improving the effectiveness of the Policy JPA17	GMCA72 AP111
	JPA17 (criterion 4; para 11.196)	299

			~~forward consideration should be given as to~~ how movement and connectivity along Coal Pit Lane can be enhanced to improve highway safety~~,~~ for ~~vehicles,~~ pedestrians, ~~and~~ cyclists and vehicles. As such, any development will be required to safeguard a vehicular access from the western edge of the site to facilitate the provision of a future link road that would run through the site from Ashton Road to Coal Pit Lane, Limeside. To facilitate this the layout of development and design of roads within the site will need to be capable of accommodating the future link road. ~~provision should be made to safeguard a route from the north western edge of the site through to Coal Pit Lane, with appropriate links through the site to an appropriate access onto Ashton Road.~~"		
	JPA17 (criterion 5)	299	Modify criterion 5 of Policy JPA17, as follows: "~~Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site;~~ Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; "	To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.	GMCA72 AP111
	JPA17 (criteria 6 and 8; para. 11.199)	299	Modify criterion 6 of Policy JPA17, as follows: "~~Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;~~ Make provision for	To clarify policy requirements regarding green infrastructure, landscaping and biodiversity, improving the effectiveness of the Policy JPA17	GMCA72 AP111

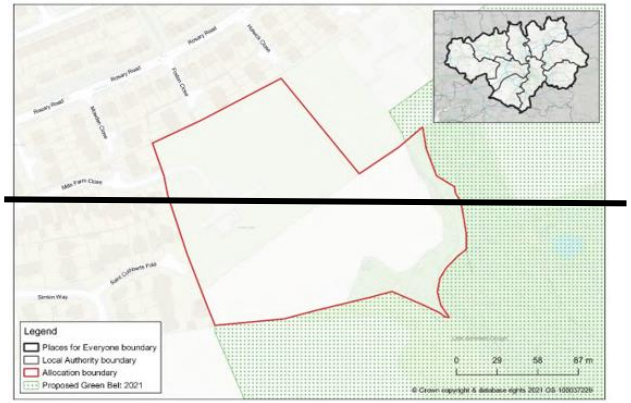
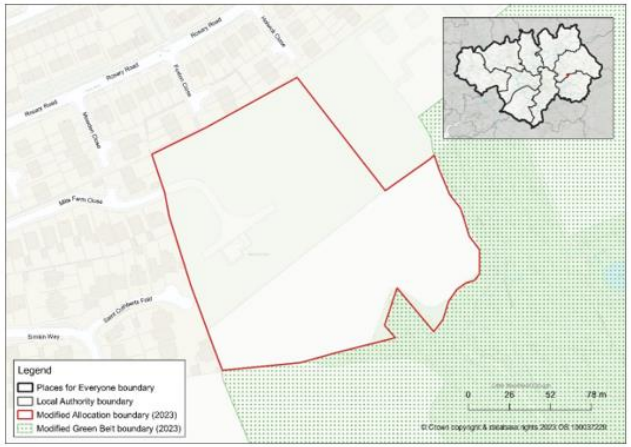
			green infrastructure, landscaping and biodiversity net gain across the site having regard to the areas of priority habitat, including Deciduous Woodland, so as to mitigate the potential environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;" Delete criterion 8, as follows: "~~Retain and enhance the hierarchy of biodiversity within the site, notably areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multifunctional green infrastructure network;~~ " 301 Modify paragraph 11.199 of the reasoned justification, as follows: "The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats, including areas of Deciduous Woodland located throughout the site."	Connsequential changes following proposed modification to criterion 6	
	JPA17 (criterion 7)	299	Modify criterion 7 of Policy JPA17, as follows: "~~Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;~~ Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;"	To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.	GMCA72 AP111
	JPA17 (criterion 9)	299	Modify criterion 9 of Policy JPA17, as follows: "Provide further species surveys ~~on~~ in accordance with the recommendations of an up-to-date Phase 1 Habitat Survey, having particular regard to further surveys that may be needed	To clarify policy requirements, improving the effectiveness of the Policy JPA17	GMCA72 AP111

			for amphibians, ~~extended phase 1 habitats,~~ badgers and bats ~~to inform any planning application~~;“		
	JPA17 (criterion 10)	299	Delete criterion 10 of Policy JPA17, as follows: “~~Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;~~“	To clarify and remove unnecessary duplication with JP-P7, improving the effectiveness of the Policy JPA17	GMCA72 AP111
	JPA17 (criterion 11; para, 11.200)	299 301	Modify criterion 11 of Policy JPA17, as follows: “~~Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt.~~ Define and/or strengthen the boundaries of the Green Belt to the south and west of the site such that they will comprise physical features that are readily recognisable and likely to be permanent;” Modify paragraph 11.200 of the reasoned justification, as follows: ~~Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.~~ The allocation is contained by permanent, physical boundaries, to the north and east. However, there is a need to define and/or strengthen the boundaries of the Green Belt to the south and west of the site utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent.	To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary Consequential changes following proposed modification to criterion 11	GMCA72 AP111
	JPA17 (criterion 12)	299	Modify criterion 12 of Policy JPA17, as follows: “~~Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt, as identified in the~~	To clarify, ensuring consistency across the plan regarding	GMCA72 AP111

			~~Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment~~; Provide for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;“	requirements to provide for compensatory improvements in accordance with policy JP-G2.	
	JPA17 (criterion 13)	299	Delete criterion 13 of Policy JPA17, as follows: “~~Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through expansion of existing facilities or through the provision of new school facilities, in liaison with the local education authority;~~“	To clarify and remove unnecessary duplication with JP-P5, improving the effectiveness of the Policy JPA17	GMCA72 AP111
	JPA17 (criterion 14)	299	Delete criterion 14 of Policy JPA17, as follows: “~~Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;~~“	To clarify and remove unnecessary duplication with JP-P6, improving the effectiveness of the Policy JPA17	GMCA72 AP111
	JPA17 (criterion 15; para 11.201)	299 301	Delete criterion 15 of Policy JPA17, as follows: “~~Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020) and addendum (2021). An up-to-date Heritage Impact Assessment will be required for any planning applications;~~ “ Delete paragraph 11.201 of the reasoned justification, as follows: “~~There are also heritage assets close to the proposed strategic allocation. Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment.~~”	To clarify and remove unnecessary duplication with JP-P2, improving the effectiveness of the Policy JPA17 Consequential changes following proposed modification to criterion 15	GMCA72 AP111
	JPA17 (criterion 16)	300	Delete criterion 16 of Policy JPA17, as follows: “~~Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and~~	To clarify and remove unnecessary duplication with JP-P2, improving the	GMCA72 AP111

			~~provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;~~"	effectiveness of the Policy JPA17	
	JPA17 (criterion 17)	300	Delete criterion 17 of Policy JPA17, as follows: "~~Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network, and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and~~"	To clarify and remove unnecessary duplication with JP-S5, improving the effectiveness of the Policy JPA17	GMCA72 AP111
	JPA17 (criterion 18; para. 11.203)	300 301	Modify criterion 18 of Policy JPA17, as follows: "Incorporate necessary remediation measures in areas which are affected by <u>previous coal mining</u> ~~contamination~~ and ~~have been previously worked for~~ landfill on the site ~~purposes~~;" Modify paragraph 11.203 of the reasoned justification, as follows: "There <u>has been previous coal mining and</u> ~~are a number of historic~~ landfill <u>on the</u> site~~s,~~ <u>as such there will need to be liaison with the Coal Authority and the necessary</u> ~~within the allocation. Necessary~~ remediation measures ~~in areas affected by contamination and previously worked for landfill purposes should be~~ undertaken."	To clarify policy requirements, improving the effectiveness of the Policy JPA17	GMCA72 AP111
	JPA17 (new criterion)		Insert new criterion at the end of Policy JPA17, as follows:	To clarify, setting out an unambiguous policy	GMCA72 AP111

			Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).	framework for these allocations	
	Paras. 11.197 and 11.198	301	Modify paragraphs 11.197 and 11.198 of the reasoned justification for Policy JPA17, as follows: 11.197 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide~~:~~ for ~~a.~~ new and/or improved ~~ment of~~ existing open space, sport and recreation facilities~~;~~ as well as ~~b.~~ additional school places ~~through the expansion of existing facilities or provision of new school facilities;~~ and ~~c. provide for appropriate~~ health ~~and community~~ facilities in accordance with JP-P5 and JP-P6 and ~~11.198 These would need to be provided in line with~~ relevant local plan~~ning policy~~ requirements~~ and in liaison with the local authority~~.	Consequential change following modifications to Policy JPA17	GMCA72 AP111
	JPA17 (new para)		Add the following paragraph to the end of the reasoned justification for Policy JPA17, as follows: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (96.4% of the site); and surface coal (96.4%) as defined in the Greater Manchester Joint Minerals	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 GMCA72 AP111

			<u>Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.</u>"		
	JPA18 (picture 11.28)	302	Delete "~~Picture 11.28 JPA18 South of Rosary Road~~"  New "Map 11.28 JPA18 South of Rosary Road" to be inserted showing amended Green Belt boundary, as follows:  	New Picture 11.28 JPA 18 South of Rosary Road to be inserted showing amended Green Belt boundary:	GMCA72 AP112

	JPA18 (criterion 2)	302	Modify criterion 2 of Policy JPA18, as follows: "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 requirements regarding access, improving the effectiveness of the Policy JPA18	M19.1 Q19.29 GMCA72 AP112
	JPA18 (criterion 3)	302	Modify criterion 3 of Policy JPA1, as follows: "~~Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"	To clarify, ensuring consistency across the plan regarding provision of other new and improved sustainable transport and highways infrastructure and reference to Appendix D / policy JP-C7.	GMCA72 AP112
	JPA18 (criteria 4 and 6; para. 11.209)	303	Modify criterion 4 of Policy JPA18, as follows: "~~Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features;~~ Make provision for green infrastructure and biodiversity net gain across the site, incorporating a suitable landscaping buffer between the proposed houses and the adjoining Bankfield Clough SBI and Deciduous Woodland priority habitat, so as to mitigate the	To clarify policy requirements regarding green infrastructure, landscaping and biodiversity, improving the effectiveness of the Policy JPA18	GMCA72 AP112

			potential environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;" Delete criterion 6 of Policy JPA18, as follows: "~~Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance.~~"	Consequential change as a result of modification to criterion 4	
		304	Modify paragraph 11.209 of the reasoned justification, as follows: "Bankfield Clough SBI and an area of Deciduous Woodland priority habitat sit just outside the eastern and southern boundary ~~fall within the site along the eastern boundary~~. Any development should incorporate a landscaping buffer between the proposed houses and adjoining SBI and priority habitat as part of the wider green infrastructure network for the site. ~~This area should form part of the wider landscaping and green infrastructure network for the site and be retained and enhanced as part of the biodiversity hierarchy within the site.~~"		
	JPA18 (criterion 5)	303	Modify criterion 5 of Policy JPA18, as follows: "~~Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;~~ Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1;"	To clarify, ensuring consistency across the plan regarding reference to landscape character types and policy JP-G1.	GMCA72 AP112

	JPA18 (criterion 7)	303	Modify criterion 7 of Policy JPA18, as follows: "Provide further species surveys ~~on~~ in accordance with the recommendations of an up-to-date Phase 1 Habitat Survey, having particular regard to further surveys that may be needed for ~~extended phase 1 habitats and~~ bats~~, to inform any planning application~~;"	To clarify policy requirements, improving the effectiveness of the Policy JPA18	GMCA72 AP112
	JPA18 (criterion 8; para. 11.210)	303 305	Modify criterion 8 of Policy JPA18, as follows: "~~Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;~~ Define and/or strengthen the boundary of the Green Belt to the south of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;" Modify paragraph 11.210 of the reasoned justification, as follows: "~~Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.~~ The allocation is contained by permanent, physical boundaries, to the north, east and west. However, there is a need to define and/or strengthen the Green Belt boundary to the south utilising existing landscape features and incorporating high quality boundary treatment so as to provide an attractive defensible Green Belt boundary that is readily recognisable and likely to be permanent."	To clarify that as part of any development there will be the need to create a new defensible Green Belt boundary Consequential change as a result of modification to criterion 8	GMCA72 AP112
	JPA18 (criterion 9)	303	Modify criterion 9 of Policy JPA18, as follows: "~~Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of~~	To clarify, ensuring consistency across the plan regarding requirements to provide	GMCA72 AP112

			~~the Green Belt assessment;~~ Provide for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; "	for compensatory improvements in accordance with policy JP-G2.	
	JPA18 (criterion 10)	303	Delete criterion 10 of Policy JPA18, as follows: "~~Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;~~"	To clarify and remove unnecessary duplication with JP-P7, improving the effectiveness of the Policy JPA18	GMCA72 AP112
	JPA18 (criterion 11)	303	Delete criterion 11 of Policy JPA18, as follows: "~~Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;~~ "	To clarify and remove unnecessary duplication with JP-P5, improving the effectiveness of the Policy JPA18	GMCA72 AP112
	JPA18 (criterion 12)	303	Delete criterion 12 of Policy JPA18, as follows: "~~Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;~~"	To clarify and remove unnecessary duplication with JP-P6, improving the effectiveness of the Policy JPA18	GMCA72 AP112
	JPA18 (criterion 13)	303	Modify criterion 13 of Policy JPA18, as follows: "~~Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications.~~ Take appropriate account of the setting of ~~Enhancements between the development and~~ Bank Top Farmhouse ~~(Grade II~~ listed building~~)~~ to the south of the site, ~~should include~~ incorporating additional tree planting and native	To clarify and remove unnecessary duplication with JP-P2, improving the effectiveness of the Policy JPA18	GMCA72 AP112

			hedgerows to improve the interface between the farmhouse and any new development; and “		
	JPA18 (criterion 14)	303	Delete criterion 14 of Policy JPA18, as follows: “~~Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and~~“	To clarify and remove unnecessary duplication with JP-S5, improving the effectiveness of the Policy JPA18	GMCA72 AP112
	JPA18 (criterion 15)	303	Delete criterion 15 of Policy JPA18, as follows: “~~Ensure that appropriate access is maintained for United Utilities to their onsite infrastructure;~~”	To clarify policy requirements, improving the effectiveness of the Policy JPA18	GMCA72 AP112
	JPA18 (new criterion)		Insert new criterion at end of Policy JPA18, as follows: “Consider the extraction of any viable mineral resources within Minerals Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).”	To clarify, setting out an unambiguous policy framework for these allocations	GMCA72 AP112
	Paras. 11.207 and 11.208	304	Modify paragraphs 11.207 and 11.208 of the reasoned justification for Policy JPA18, as follows: 11.207 It is important to ensure that any development proposed does not place undue pressure on	Consequential change following modifications to Policy JPA18	GMCA74 AP112

			existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. Any development would need to provide~~:~~ for ~~a.~~ new and/or improve~~d ment of~~ existing open space, sport and recreation facilities~~;~~ as well as ~~b.~~ additional school places ~~through the expansion of existing facilities or provision of new school facilities;~~ and ~~c. provide for appropriate~~ health ~~and community~~ facilities in accordance with JP-P5 and JP-P6 and relevant ~~11.208 These would need to be provided in line with~~ local plan~~ning policy~~ requirements ~~and in liaison with the local authority~~.		
	JPA18 (new para)	304-305	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (98.1% of the site); and surface coal (98.1%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA19 (Criterion 1) & Para. 11.213	307 - 308	Modify criterion 1 of JPA19 and paragraph 11.213 of the reasoned justification as follows: "1. Deliver around 450 new homes ~~predominantly in the western and southern parts of the site, with a focus on larger, higher value family housing to balance out the current offer~~	Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119.	AP119 AP113 GMCA77

			~~within the borough and~~ including significant provision of larger (4, 5 and 6 bedroom) houses in spacious plots to reflect the grain and density of the surrounding residential areas. This includes making provision for affordable housing in accordance with relevant local plan requirements;" Reasoned justification: "11.213. Norden and Bamford are well-established residential areas to the west of Rochdale town centre and there is a strong market demand for ~~housing~~homes within the area. It is one of the most significant areas of larger, higher value ~~housing~~homes within the sub-region and is considered to be a desirable and aspirational place to live. This development offers an excellent opportunity to expand on this area to deliver a type of housing which is in short supply across the borough. Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above ~~and the conurbation as a whole~~. Properties in these bands are situated in well-landscaped settings, with spacious plot sizes and larger internal floorspaces. The provision of such housing is important to ensure that a good range of housing is available ~~across the plan area to support economic growth~~ and will help to achieve the spatial objective of boosting northern competiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."	In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.	

	JPA19 (Criterion 2) & Para. 11.214	307 - 308	Modify criterion 2 of JPA19 and paragraph 11.214 of the reasoned justification as follows: "2. Retain and significantly enhance the existing recreational facilities as part of an integrated green and blue infrastructure network on the site. The residential development on the site will provide contributions towards ~~T~~the improvement of the facilities which will create a high quality recreational and sports 'hub' serving the local area and the borough as a whole. The development should incorporate existing public rights of way along with new routes for active travel into a high quality integrated green infrastructure network that links to existing public rights of way in the countryside to the west and north west of the site;" Reasoned justification: "11.214 … Any proposal should seek to ensure that these pitches and the other sporting facilities are retained and significantly enhanced as part of a high quality, integrated development, and the residential development on the site should contribute towards the delivery of these improvements. The improvements to the playing pitches should include, but not be limited to, the following…"	To clarify that all residential development on the site will be required to contribute to improvements to recreational facilities. Additional part regarding rights of way and green infrastructure moved to Criterion 2 from 9 and 12, in response to AP113.	AP113 GMCA44 GMCA77
	JPA19 (Criterion 6)	308	Modify criterion 6 of JPA19 as follows: ~~Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;	To provide consistency throughout the plan's allocations and with Policy JP-C7 to refer to transport interventions listed in Appendix D.	AP113 GMCA77

	JPA19 (Criterion 7)	308	Modify by deleting criterion 7 of JPA19 in its entirety: ~~Contribute to the potential extension of the proposed bus rapid transit services between Heywood and Manchester;~~	Criterion deleted as transport intervention included in Appendix D as above in Criterion 6.	AP113 GMCA77
	JPA19 (Criterion 8)	308	Modify by deleting criterion 8 of JPA19 in its entirety: ~~Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~	Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies	AP113 GMCA77
	JPA19 (Criterion 9) & Para 11.217	308 - 309	Modify criterion 9 of JPA19 and paragraph 11.217 of the reasoned justification as follows: 9. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1. This should ~~T~~take account of any visual impact from Ashworth Valley to the west given the high landscape and recreational value of that area ~~and ensure there are high quality links/routes to the wider countryside~~;" "11.217….It is important that any development does not have a negative impact on Ashworth Valley ~~this natural asset~~ and where practical historic field boundaries as identified in the Bamford/Norden Heritage Assessment should be retained and incorporated into the masterplan…"	Clarification of which landscape character type the allocation falls under.	AP113 GMCA77
	JPA19 (New Criterion) & Para. 11.217	308 - 309	Modify to add new criterion to JPA19 and additional text to paragraph 11.217 of the reasoned justification follows:	Clarification that development will be required to make compensatory	AP113 GMCA77

			Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2. Reasoned justification: "11.217 The site is also relatively close to Ashworth Valley to the west. This river valley is of high landscape value and provides some attractive recreational routes. Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. This requirement offers an opportunity to improve existing routes along with other identified improvements. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)…"	improvements to remaining Green Belt.	
	JPA19 (Criterion 10) & Para. 11.217	308 - 309	Modify by deleting criterion 10 and associated text in paragraph 11.217 of reasoned justification as follows: ~~Ensure that the design of the scheme preserves or enhances the setting of the listed Bamford United Reform Church immediately to the south of the site. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process;~~ 11.217…"~~To ensure any development does not impact upon the setting of the Bamford United Reform Church, a Grade II listed building, the tree line along Jowkin Lane should be retained to provide screening.~~"	Criterion and associated reasoned justification deleted as not justified to include this requirement for heritage assets which are outside of the allocation boundary.	AP113 GMCA77

	JPA19 (Criterion 11)	308	Modify criterion 11 of JPA19 as follows: Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5 ~~Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities~~; and	Clarification of the requirement for school places provision.	AP113 GMCA77
	JPA19 (Criterion 12)	308	Modify by deleting criterion 12 of JPA19 as follows: ~~Retain and enhance public rights of way across and around the site~~.	Deleted as incorporated with other green infrastructure requirements in part 2.	AP113 GMCA77
	JPA19 (New Criterion and new paragraph)	308 – 309	Modify to add new criterion after criterion 12 of JPA19 and additional paragraph to reasoned justification after 11.219 as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans). Reasoned justification: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.9% of the site); sand and gravel (10.6%); sandstone (22.0%) and surface coal (99.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific	To clarify, setting out an unambiguous policy framework for these allocations.	GMCA21 GMCA77 AP9 AP113

			mineral resources of local or national importance are not unnecessarily sterilised."		
	JPA20 (Criterion 1) & Para. 11.220	310 - 311	Modify criterion 1 of JPA20 and paragraph 11.220 of the reasoned justification as follows: 1. Deliver around 125 ~~high quality~~ homes, including provision of larger (4, 5 and 6 bedroom) houses ~~higher value family housing~~. This includes making provision for affordable housing in accordance with relevant local plan requirements; Reasoned justification: 11.220. "…Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan…."	Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.	AP119 AP114 GMCA77
	JPA20 (Criterion 2) & Para. 11.222	310 - 311	Modify criterion 2 of Policy JPA20 and paragraph 11.222 of reasoned justification as follows: 2. Create an area of accessible open space on the part of the site to be retained as Green Belt as part of a multi-functional green and blue infrastructure network. This will include a new Green Belt boundary to the west of the residential development	To clarify what will be required for the area of retained Green Belt, and to set out all requirements relating to landscaping of the site	AP114 GMCA77

			that will comprise physical features that are readily recognisable and likely to be permanent and mitigation of the visual and noise impacts of the nearby railway. ~~Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site being redeveloped as an area of open space or nature conservation area and retained within the Green Belt~~; Reasoned justification: 11.222 "Given the shape of the site it is not appropriate that all of it is developed as this would have a significant impact on the Green Belt between Castleton and Heywood. The redevelopment of the site as a whole does offer the opportunity to create a high-quality area of accessible open space ~~or an area for nature conservation~~ on the ~~western~~ part of the site to be retained as Green Belt"….	including Green Belt boundaries.	
	JPA20 (Criterion 3)	310	Modify criterion 3 of Policy JPA20 as follows: 3. ~~The north east of the site will accommodate a temporary rail halt and associated parking~~ Make land available within the site to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and ~~potentially a~~ provision of tram-train infrastructure ~~trial project if progressed in this location~~;	Clarification that the developer will be required to make land available to facilitate expansion of East Lancashire Railway and tram train infrastructure.	AP114 GMCA77

	JPA20 (Criterion 5)	310	Modify by deleting criterion 5 of JPA20 as follows: ~~5. Provision should be made within the scheme for appropriate access by Network Rail and ELR to undertake any maintenance and improvements relating to the extended ELR when required;~~	Criterion 5 to be deleted as not required in allocation policy, and would be covered elsewhere.	AP114 GMCA77
	JPA20 (Criterion 6)	311	Modify by deleting criterion 6 of JPA20 as follows: ~~6. Address the risk of surface water flooding that affects part of the site through an appropriate sustainable drainage strategy (SuDS);~~	Deletion of criterion 6 as adequately covered in thematic polices.	AP114 GMCA77
	JPA20 (Criterion 7)	311	Modify criterion 7 of JPA20 as follows: 7. ~~Provide~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include the provision of good quality pedestrian and cycling routes through the site to Heywood Road/Manchester Road to the north east of the site, and to the existing footpaths on the adjoining golf course in order to facilitate safe and convenient ~~links~~access to the centre of Castleton ~~and the Castleton Bee Network scheme~~, ~~the nearby railway~~ Castleton station, bus stops and ~~westwards to~~ employment locations around Heywood;	To provide consistency throughout the plan's allocations and policy JP-C7 to refer to transport interventions listed in Appendix D. Also to combine all requirements relating to active travel into one criterion for transport for clarity.	AP114 GMCA77

	JPA20 (Criterion 8)	311	Modify to delete criterion 8 of JPA20 as follows: ~~8. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~	Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies	AP114 GMCA77
	JPA20 (Criterion 9)	311	Modify to delete criterion 9 of JPA20 as follows: ~~9. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;~~	Criterion deleted as generic policy covered by thematic polices. Criterion 7 covers specific transport requirements for the development.	AP114 GMCA77
	JPA20 (Criterion 10) & Para. 11.223	311 - 312	Modify criterion 10 of JPA20 and reasoned justification in paragraph 11.223 as follows: 10. Carry out a project specific Habitats Regulation Assessment <u>in relation to the Rochdale Canal</u> for planning applications of 50 dwellings or more; Reasoned justification: 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~~. <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.</u> As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units~~.~~<u>to ensure</u>	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	AP114 GMCA77 M20.1

			that development close to the canal is designed sensitively to the protected habitat.		
	JPA20 (Criterion 11)	311	Modify to delete criterion 11 of JPA20 as follows: 11. ~~Incorporate high quality landscaping, multi-functional green and blue infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land and provide appropriate boundary treatment in relation to the retained Green Belt; and~~	Combined with Criterion 2 and modified wording to include all landscape requirements in one criterion for clarity.	AP114 GMCA77
	JPA20 (New Criterion) & Para. 11.222	311 - 312	Addition of new criterion to Policy JPA20 and additional text to paragraph 11.222 of the reasoned justification as follows: Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2; Reasoned justification: "11.222 …Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, this area also provides an opportunity to provide compensatory improvements to retained Green Belt land. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study	Clarification that development will be required to make compensatory improvements to remaining Green Belt.	AP114 GMCA77

			– Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020). ~~In addition to this, t~~The proximity of the site to the railway line means that any proposal will need to incorporate a good quality, sensitive and well-designed acoustic attenuation and landscape buffer to mitigate against visual and noise impacts and improve amenity for new residents…"		
	JPA20 (Criterion 12)	311	Modify Criterion 12 of JPA20 as follows: 12. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5; ~~Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities;~~ and	To provide clarification relating to the requirement relating to additional primary and secondary school places.	AP114 GMCA77
	JPA20 (New criterion & new paragraph)	311 - 312	Modification to add new criterion after criterion 12 and additional paragraph to reasoned justification after 11.224 as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans). Reasoned justification: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (72.8% of the site); sand and gravel (57.8%); and surface coal (72.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent	To clarify, setting out an unambiguous policy framework for these allocations.	GMCA21 GMCA77 AP9 AP114

			minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."		
	Para. 11.222	311	Modify to delete part of paragraph 11.222 in reasoned justification as follows: "….~~Furthermore, given the proximity of the site to the adjacent Heritage Assets, specifically: St Martins Church, Castleton South Conservation Area, Lock 52, Towpath Bridge and the United Reform Church, new development will respond positively to preserve and enhance their setting, retain key views to and from the assets and ensure the new development avoids being overly dominant.~~..."	Paragraph deleted as not justified to include this requirement relating to heritage assets outside of the site boundary.	AP115 GMCA77
	JPA 21 (Criterion 1) & Para. 11.226	313 - 314	Modify criterion 1 of JPA21 and reasoned justification in paragraph 11.226 as follows: 1. Deliver around 250 new homes, including ~~higher value family housing~~ provision of larger (4, 5 and 6 bedroom) houses, within an attractive riverside setting~~,~~.This includes~~ing~~ the provision of new homes within the converted Grade II* Listed Crimble Mill and on adjoining parts of the allocation retained in the Green Belt, in accordance with national policy relating to the partial or complete redevelopment of previously developed land in the Green Belt. In addition, affordable housing should be provided in accordance with relevant local plan requirements; 11.226 "…Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This	Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.	AP119 AP120 GMCA78

			development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan"		
	JPA21 (Criterion 2 and 4)	313	Modify to re-order criterion 4 of JPA21 to become criterion 2 and to wording as follows: 2. ~~4.~~ ~~Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;~~ Secure the conversion and long term future of the listed mill buildings as part of a comprehensive, high quality development through masterplanning, design codes and a phasing and delivery strategy;	To clarify the requirements relating to masterplanning which includes conversion of the mill buildings. Criteria re-ordered for legibility.	AP120 GMCA78
	JPA21 (Criteria 2 & 3)	313	Modification to re-order Criterion 2 to become Criterion 3 and modification to wording as follows: 3. ~~2.~~ ~~Protect and enhance the character and significance of the mill complex in order to secure the long-term future of these nationally significant Listed Buildings. This will include detailed masterplanning to be informed by the Crimble Mill Historic Environment Assessment 2020~~; Protect and enhance the significance of the listed mill buildings and their setting, having regard to the Crimble Mill Historic Environment Assessment 2020;	To clarify the requirements relating to heritage for the development. Criteria re-ordered for legibility.	AP120 GMCA78

	JPA21 (Criteria 4 & 5)	313	Modification to re-order Criterion 5 to become Criterion 4, and modification to wording as follows: ~~5.~~4. ~~The detailed layout of any scheme should respect the setting of the Listed mill complex and~~ Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1 havinge regard to the adjacent Queens Park, the River Roch and the wider river valley setting, including the incorporation of high-quality green and blue infrastructure;	Clarification of which landscape character type the allocation falls under. Criteria re-ordered for legibility.	AP120 GMCA78
	JPA21 (New criterion & new paragraph)	313 - 314	Modification to add additional criterion after criterion 5, and additional paragraph to reasoned justification after paragraph 11.227 as follows: Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; Reasoned justification: "Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."	Clarification that development will be required to make compensatory improvements to remaining Green Belt.	AP120 GMCA78

	JPA21 (Criterion 6)	313	Modify to delete Criterion 6 of JPA21 in its entirety: ~~6. Provide appropriate access on to the A58 to the south of the site along with secondary access onto Mutual Street;~~	Criterion deleted as access grouped with other transport requirements in Criterion 7.	AP120 GMCA78
	JPA21 (Criterion 7)	313	Modify criterion 7 of JPA21 as follows: 7. ~~Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include vehicular access from an improved Crimble Lane access from the A58 as well as from Mutual Street and/or Woodland Road. This should also include retaining and enhancing existing rights of way and general access through and around the site including: 1. New and improved walking and cycling access to the adjacent Queens Park; 2. Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre; and 3. Facilitating a route adjacent to the River Roch to support the wider Roch Valley Way;	To provide consistency throughout the plan's allocations and policy JP-C7 to refer to transport interventions listed in Appendix D.	AP120 GMCA78
	JPA21 (Criterion 9)	313	Modify to delete criterion 9 of JPA21 in its entirety: ~~9. Retain and enhance existing rights of way and general access through and around the site. This should include:~~ ~~1. New and improved access to the adjacent Queens Park;~~	Criterion deleted as transport intervention included in Appendix D as above in Criterion 6.	AP120 GMCA78

			~~2. Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre; and~~ ~~3. Creation of a route adjacent to the River Roch to support the wider Roch Valley Way~~		
	JPA21 (Criterion 10)	313	Modify to delete Criterion 10 of JPA21 in its entirety: ~~10. Provide appropriate access to electric vehicle charging infrastructure and cycle storage; and~~	Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies	AP120 GMCA78
	JPA21 (Criterion 11)	313	Modify criterion 11 of JPA21 as follows: 11. Any proposal should provide ~~some~~ land adjacent to the existing primary school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places. Financial contributions will also be required to ensure provision of primary and secondary schools places to ~~serve~~meet the needs generated by the development in accordance with policy JP-P5; and	To clarify the requirements in relation to the expansion of the existing primary school and general education contributions.	AP120 GMCA78
	JPA21 (New criterion & new paragraph)	313 – 314	Modify to add additional criterion after criterion 11, and additional paragraph to reasoned justification after paragraph 11.229 as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans). Reasoned justification:	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 GMCA78 AP9 AP120

			"The allocation is identified as containing Mineral Safeguarding Areas for brickclay (96.8%of the site); sand and gravel (52.8%); and surface coal (96.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."		
	JPA22 (Criterion 1) & Para. 11.230	315 - 316	Modification to criterion 1 of JPA22 and additional section at the end of paragraph 11.230 of reasoned justification as follows: 1. Deliver around 300 new homes, including provision of larger (4, 5 and 6 bedroom) ~~houses higher value family housing, to meet needs within the local area and to attract and retain higher income households~~, taking advantage of its attractive setting next to Hollingworth Lake and the Rochdale Canal. This includes making provision for affordable housing in accordance with relevant local plan requirements; 11.230 "…Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern	Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.	AP119 AP116 GMCA77

			competiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."		
	JPA22 (Criterion 3)	315	Modification to criterion 3 of JPA22 as follows: 3. Deliver a landscape-led development, incorporating high-quality green and blue infrastructure, ~~which maximises~~ that reflects and responds to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1 ~~its Pennine fringe setting and takes account of views from and into the site, including the incorporation of high-quality green and blue infrastructure~~;	Clarification of which landscape character type the allocation falls under. Response to AP116.	AP116 GMCA77
	JPA22 (Criterion 4) & Para. 11.231	315 - 316	Modify to delete criterion 4 of JPA22, and add additional sentence to end of paragraph 11.231 of reasoned justification as follows: ~~4. Incorporate a design and layout which complements the existing housing to the west of the site and the proposed new housing on the former Akzo Nobel site to the north;~~ Reasoned justification: 11.231 "…Access between these destinations can be significantly improved through the creation of new routes within this development and the adjoining housing site to the north. Given these important linkages, the masterplanning of the site	Criterion 4 deleted as unnecessary to include in the policy, and covered by Criterion 2 relating to masterplanning. Therefore this information has been moved to the reasoned justification.	AP116 GMCA77

			should have regard to the proposed residential development to the north."		
	JPA22 (Criterion 5)	316	Modify to delete entirely criterion 5 of JPA22: ~~5. Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;~~	Active travel requirements combined with Criterion 7 to create one Criterion for transport requirements, to provide clarity.	AP116 GMCA77
	JPA22 (Criterion 7)	316	Modify to delete entirely criterion 7 of JPA22: ~~7. Provide appropriate access to electric vehicle charging infrastructure and cycle storage~~;	Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies.	AP116 GMCA77
	JPA22 (Criterion 8)	316	Modification to Criterion 8 of JPA22 as follows: ~~Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include facilitating high quality, safe and convenient walking and cycling routes through the site to provide improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake,	To provide consistency throughout the plan's allocations to refer to transport interventions listed in Appendix D.	AP116 GMCA77

			Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;		
	JPA22 (New Criterion) & Para. 11.231	316 - 317	Modification to add new criterion between criteria 8 and 9 and additional text at the end of paragraph 11.231 as follows: Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2; Reasoned justification: 11.231 "…Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."	Clarification that development will be required to make compensatory improvements to remaining Green Belt..	AP116 GMCA77
	JPA22 (Criterion 9) & Para. 11.232	316	Modify Criterion 9 of JPA22 and paragraph 11.232 of the reasoned justification as follows: 9. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more; "11.232. ~~Designated National and European sites are located immediately adjacent to the site and in the wider landscape~~	To clarify that the requirement for a project specific Habitats Regulation Assessment relates to the Rochdale Canal.	AP116 GMCA77 M20.1 Q20.24

			~~area. Therefore, any impact from the new development and any associated traffic generated will need to be taken into account.~~ The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units~~.~~ to ensure that development close to the canal is designed sensitively to the protected habitat."		
	JPA22 (New Criterion) & Para. 11.232	316	Modification to add additional criterion after criterion 9 of Policy JPA22 and associated update to end of paragraph 11.232 of reasoned justification as follows: Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); Reasoned justification: 11.232 "…The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c)."	To clarify the requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5.	

	JPA22 (Criterion 10)	316	Modification to criterion 10 of JPA22 as follows: 10. Facilitate the delivery of a new primary school and associated outdoor playing space. ~~at the southern end of the site .~~Make financial contributions for offsite additional secondary school provision to meet needs generated by the development in accordance with policy JP-P5~~ and contribute to additional primary and secondary places to meet demand arising from the new development; and~~	To provide clarity on the requirements relating to the delivery of a new primary school, and contributions for secondary school provision.	AP116 GMCA77
	JPA22 (Criterion 11) & Para. 11.235	316 - 317	Modification to Criterion 11 of JPA22 and to reasoned justification of paragraph 11.235 as follows: 11. ~~Deliver the provision of replacement visitor car parking to replace the existing spaces lost on the car park at the southern end of the site.~~ Development will be required to retain and enhance the existing visitor car parking spaces on the site, or provide replacement visitor car parking spaces in a suitable location nearby for any existing spaces lost; and "11.235 The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. Any spaces lost as a result of the development ~~This~~ will need to be replaced by an equivalent facility in order that the parking needs of visitors to the lake are met and to avoid displacing car parking on to nearby roads and streets. The delivery of appropriate parking will need to be linked to the overall delivery of the wider proposal."	To provide clarity to the developers about the requirements regarding car parking, that the development will be required to either retain the existing parking spaces, or provide replacement parking for any spaces lost.	AP116 GMCA77

	JPA22 (New criterion & new paragraph)	316 - 317	Modification to add new criterion after criterion 11 and additional paragraph to reasoned justification after 11.235 as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans). Reasoned justification: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sandstone (34.7%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 PMM3
	JPA23 (Criterion 1) & Para. 11.236	317 - 318	Modification to Criterion 1 of JPA23 and paragraph 11.236 of reasoned justification as follows: 1. Deliver around 250 new homes, including provision of larger (4, 5 and 6 bedroom) houses. ~~higher value family housing~~This includes making provision for affordable housing in accordance with relevant local plan requirements; 11.236 "…Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing	Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable	AP119 AP117 GMCA77

			which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."	housing in accordance with local plan policy.	
	JPA23 (Criterion 2)	318	Modification to criterion 2 of JPA23 as follows: 2. Deliver a mix of housing density, with the potential for higher density development in the south west part of the site closest to the village centre and the Metrolink stop. The northern and eastern parts of the site could include larger~~, higher value~~ housing to diversify housing choice in the local area;	Removal of the wording 'higher value', in response to AP119.	AP119 AP117 GMCA77
	JPA23 (Criterion 4)	318	Modification to criterion 4 of JPA23 as follows: 4. Create a unique, high quality development including attractive and interesting open spaces and landscaping by carrying out any necessary re-profiling of the quarry face, which is to be retained within the Green Belt. This should incorporate~~ing~~ water features and safeguard~~ing~~ and enhance~~ing~~ biodiversity;	Combined with Criterion 5 and modified wording to form one criterion relating to landscaping, to provide clarity.	AP117 GMCA77
	JPA23 (New Criterion)	318	Modification to add new criterion to JPA23 after criterion 4 relating to Green Belt boundaries as follows: Define and/or strengthen the Green Belt boundaries such that they will comprise physical features that are readily recognisable and likely to be permanent;	To clarify that the development will be required to strengthen Green Belt boundaries.	AP117 GMCA77

	JPA23 (New Criterion) & Para. 11.238	318 - 319	Modify to add new criterion to JPA23 and modify paragraph 11.238 of reasoned justification as follows: Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2; Reasoned justification: 11.238 "…Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. The retained Green Belt within the allocation provides some opportunities for improvements. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)."	Clarification that development will be required to make compensatory improvements to remaining Green Belt.	AP117 GMCA77
	JPA23 (Criterion 5)	318	Modification to delete criterion 5 of JPA23 in its entirety: ~~5. Ensure that the re-profiled quarry face, which is to be retained in the Green Belt, takes the opportunity to incorporate biodiversity and attractive visual features to enhance the quality of the development;~~	Deleted as part of Criterion 5 combined with Criterion 4 to make one for criterion relating to landscape requirements for clarity.	AP117 GMCA77
	JPA23 (Criterion 6)	318	Modification to delete criterion 6 of JPA23 in its entirety: ~~6. Ensure that the design of the scheme preserves and enhances the setting of the listed St Thomas Church immediately to the west of the site, provides a buffer zone to~~	Deleted as not justified to include this requirement relating to heritage assets outside of the allocation boundary.	AP117 GMCA77

			~~the east of Bradley Farmhouse and avoids the use of Bradley Lane for vehicular access;~~		
	JPA23 (Criterion 7) & Para. 11.237	318	Modification to criterion 7 of JPA23 and paragraph 11.237 of reasoned justification as follows: 7. Provide publicly available car parking to serve the Metrolink stop in Newhey and, if necessary, the residents on Huddersfield Road ~~to alleviate on street parking issues~~; "11.237 The site is in a sustainable location with easy access to the centre of Newhey and the Metrolink stop. Presently the Metrolink stop at Newhey is well used and has no dedicated parking. The development of this site will be required to deliver publicly available car parking. The size, location and design of any parking would need to be agreed between the Council, TfGM and the developer. In addition to parking to serve the Metrolink stop, the development should, if necessary, also provide parking for residents on Huddersfield Road. This would be to deal with existing issues as well as taking account of any impact accessing the development may have on existing on-street parking e.g. to ensure necessary visibility along Huddersfield Road."	To clarify the requirement for the provision of car parking.	AP117 GMCA77

	JPA23 (Criterion 8)	318	Modification to delete Criterion 8 of JPA23 in its entirety: ~~8. Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey, the nearby Metrolink stop and the existing cycle / walking network;~~	Deletion of criterion as requirements for active travel included in part 10.	AP117 GMCA77
	JPA23 (Criterion 9)	318	Modification to delete Criterion 9 of JPA23 in its entirety: ~~9. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~	Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies	AP117 GMCA77
	JPA23 (Criterion 10)	318	Modification to Criterion 10 of JP23 as follows: 10. ~~Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This will include retaining and enhancing existing rights of way and creating a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey, the nearby Metrolink stop and the existing cycling / walking network;	To provide consistency throughout the plan's allocations and with policy JP-C7 to refer to transport interventions listed in Appendix D.	AP117 GMCA77
	JPA23 (Criterion 11)	318	Modification to Criterion 11 of JPA23 as follows: 11. Provide ~~safe and appropriate~~ vehicular access to serve the proposed residential development and car parking via the existing access ~~onto~~from Huddersfield Road; ~~and~~	To clarify that vehicular access will be required via existing access from Huddersfield Road.	AP117 GMCA77

	JPA23 (Criterion 12)	318	Modification to Criterion 12 of JPA23 as follows: 12. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5 ~~Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities~~;	Clarification of the requirement for contributions to primary and secondary school provision.	AP117 GMCA77
	JPA23 (New criterion & new paragraph)	318 - 319	Modification to add additional criterion after Criterion 12 of JPA23 and additional paragraph after 11.238 in reasoned justification as follows: Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and Reasoned justification: "…The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c)."	To clarify the requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5.	AP117 GMCA77

	JPA23 (New criterion & new paragraph)	318 - 319	Modification to add new criterion after the final criterion of JPA23 and additional final paragraph to reasoned justification as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans). Reasoned justification: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sand and gravel (0.9%); sandstone (10.4%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 PMM3
	JPA24 (Criterion 1) & Para. 11.239	320-321	Modification to criterion 1 of JPA24 and paragraph 11.239 of reasoned justification as follows: 1. Deliver around 200 homes, including provision of larger (4, 5 and 6 bedroom) houses ~~higher value family homes,~~ on the northern half of the site adjacent to existing residential areas. This includes making provision for affordable housing in accordance with relevant local plan requirements ~~to be accessed primarily from Smithy Bridge Road to the east~~;	Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable	AP119 AP121 GMCA78

			11.239 "…Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."	housing in accordance with local plan policy.	
	JPA24 (Criterion 3)	320	Modification to Criterion 3 of JPA24 as follows: 3. Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. ~~This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)~~;	Part relating to drainage to be deleted as this is adequately covered in thematic polices.	AP121 GMCA78
	JPA24 (Criterion 4) & Para. 11.243	320 – 321	Modification to Criterion 4 of JPA24 and paragraph 11.243 of reasoned justification as follows: 4. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1 ~~Have regard to the river valley setting in terms of the design and layout~~, particularly in relation to the materials used~~s~~, the incorporation of green and blue infrastructure and the landscaping along the boundary of the site;	Clarification of which landscape character type the allocation falls under.	AP121 GMCA78

			"11.243 The river valley setting of the site, as part of the Pennine Foothills (West/South Pennines) landscape character type, means that the impact of any development must be taken into account in terms of any design and layout. There are some long-distance views into the site from across the valley and therefore it is important that the impact of any scheme is minimised as much as possible through the use of appropriate materials and high-quality landscaping."		
	JPA24 (Criterion 5)	320	Modification to Criterion 5 of JPA24 as follows: 5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation for areas specified in the Roch Valley Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ. ~~Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application~~;	Second sentence to be deleted to clarify the archaeological requirements.	AP121 GMCA78
	JPA24 (Criterion 6)	320	Modification to delete Criterion 6 of JPA24: ~~6. Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north;~~	Criterion 6 deleted as active travel requirements combined with general transport requirements in part 8.	AP121 GMCA78
	JPA24 (Criterion 7)	320	Modification to delete Criterion 7 of JPA24: ~~7. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~	Criterion deleted to avoid duplication as generic policy which is covered	AP121 GMCA78

				adequately by thematic policies	
	JPA24 (Criterion 8)	320	Modification to Criterion 8 of JPA24 as follows: 8. ~~Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include maintaining and enhancing pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south;	To provide consistency throughout the plan's allocations and with policy JP-C7 to refer to transport interventions listed in Appendix D.	AP121 GMCA78
	JPA24 (Criterion 9) & Para. 11.244	320 - 321	Modification to Criterion 9 of JPA24 as follows: 9. The layout of the ~~scheme~~development should be designed ~~in a way~~ so as not to preclude the ~~to~~future delivery of ~~the eastern section of a proposed~~ potential ~~residential~~ relief road ~~between Smithy Bridge Road and Albert Royds Street~~. ~~This proposed new road will need to~~ incorporating ~~e~~ attractive, high quality pedestrian and cycle routes between Smithy Bridge Road and Albert Royds Street (A664) to the west of the site; ~~and~~ "11.244 There are proposals to deliver a residential relief road linking Smithy Bridge Road and Albert Royds Street. This route would improve traffic flow on the local route network and reduce congestion at a number of junctions in the area. This	Amended to provide clarity to the requirements regarding the potential relief road.	AP121 GMCA78

			site provides an opportunity to ~~deliver~~accommodate the eastern section of this road as part of a high-quality residential layout. Any new road will include attractive, high quality pedestrian and cycle routes to promote sustainable modes of transport from, to and through the site."		
	JPA24 (Criterion 10)	320	Modify Criterion 10 of JPA24 as follows: 10. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5~~Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.~~;	To provide clarification relating to the requirement relating to additional primary and secondary school places.	AP121 GMCA78
	JPA24 (New criterion & new paragraph)	320 - 321	Modification to add new criterion to JPA24, and additional paragraph in the reasoned justification as follows: Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and Reasoned justification: "The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c)."	To clarify the requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5.	AP121 GMCA78

	JPA24 (New criterion & new paragraph)	320 - 321	Modification to add new criterion add the end of JPA24, and additional paragraph in the reasoned justification as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans). Reasoned justification: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.3% of the site); sandstone (94.5%) and surface coal (99.3%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations.	GMCA21 AP9 PMM3
	JPA25 (Criterion 1) & Para. 11.245	322 - 323	Modification to Criterion 1 of JPA25 and paragraph 11.245 as follows: 1. Deliver around 550 new homes, including provision of larger (4, 5 and 6 bedroom) houses, ~~incorporating a good mix of house types including higher value family housing~~ and provision for affordable housing in accordance with relevant local plan requirements; Reasoned justification:	Clarification to specify type and size of new homes expected in the allocation, to replace 'higher value', in response to AP119. In addition, clarification that allocation will be expected to make provision for affordable housing in accordance with local plan policy.	AP119 AP122 GMCA78

			11.245 "…Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan."		
	JPA25 (Criterion 3) & Para. 11.246	322 - 323	Modification to Criterion 3 of JPA25 and paragraph 11.246 of the reasoned justification as follows: 3. ~~Provide access to the site primarily via Cowm Top Lane to the north~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include vehicular access to the site from Cowm Top Lane, as well as facilitating safe and attractive walking and cycling routes to the local centre of Castleton and the railway station; "11.246 Rail journeys into the city centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. High-quality walking and cycling connections to Castleton station and Manchester Road should therefore be ~~provided~~facilitated as part of the development. The site also has good access to the motorway network. "	To provide consistency throughout the plan's allocations and with policy JP-C7 to refer to transport interventions listed in Appendix D.	AP122 GMCA78

	JPA25 (Criterion 4)	322	Modification to delete Criterion 4 of JPA25 in its entirety: ~~4. Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;~~	Deleted as requirements for active travel included in general transport requirements in part 3.	AP122 GMCA78
	JPA25 (Criterion 5)	322	Modification to delete Criterion 5 of JPA25 in its entirety: ~~5. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~	Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic policies	AP122 GMCA78
	JPA25 (Criterion 6)	322 - 323	Modification to Criterion 6 of JPA25 as follows: 6. ~~Use the topography and contours within the site to d~~Deliver a well-designed scheme which incorporates good quality green and blue infrastructure that reflects and responds to the special qualities and sensitivities of the key characteristics of the Urban Fringe Farmland landscape character type in accordance with policy JP-G1 having regard to the topography of the site, its prominent location adjacent to the M62 and A627(M) motorways, and existing biodiversity and greenspace corridors;	Clarification of which landscape character type the allocation falls under. Response to AP122.	AP122 GMCA78
	JPA25 (Criterion 7)	323	Modification to delete Criterion 7 of JPA25 and associated paragraph 11.249 of the reasoned justification in their entirety: ~~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~~	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	AP122 GMCA78 M20.1 Q20.37

			~~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.~~	JP-G9 (See PfE response to IN9, Q9.10	
	JPA25 (Criterion 9)	323	Modification to delete Criterion 9 of JPA25 in its entirety: ~~9. Ensure that development provides a positive visual impact given its prominent position adjacent to the M62 and A627(M) motorways;~~	Incorporated with part 6 with modified wording to make one criterion for landscape considerations. Response to AP122.	AP122 GMCA78
	JPA25 (Criterion 10)	323	Modification to delete Criterion 10 of JPA25 in its entirety: ~~10. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;~~	Criterion deleted to avoid duplication as generic policy which is covered adequately by thematic polices, and in Criterion 8 above. Response to AP122.	AP122 GMCA78
	JPA25 (Criterion 12)	323	Modification to Criterion 12 of JPA25 as follows: 12. <u>Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5</u> ~~Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities~~; <u>and</u>	To clarify the requirements for primary and secondary school provision form the development. Response to AP122.	AP122 GMCA78

	JPA25 (New criterion & new paragraph)	323 – 324	Modifcation to add additional criterion after criterion 12 of the policy and additional paragraph in reasoned justification after paragraph 11.250 as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans). Reasoned justification: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (100% of the site); sand and gravel (99.5%); and surface coal (100%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 PMM3
	JPA26 (criterion 1)	326-327	Modify criterion 1 of policy JPA26 as follows: "1. Be in accordance with a masterplan/framework ~~or Supplementary Planning Document (SPD)~~ consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 ~~that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council~~;"	To be clear that the allocation shall be in accordance with a masterplan / framework in accordance with policy JP-D1. Wording relating to engagement or approval of any masterplan is not required as this is	GMCA82

				adequately addressed through local planning policies.	
	JPA26 (criterion 2)	326-327	Modify criterion 2 of policy JPA26 as follows: "2. ~~Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision~~ Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed towards off-site provision;"	The detailed tenure split is set out in relevant local planning policies and so is not necessary in policy JPA26. Reference to off-site provision has been retained given that policy H4 of the Salford Local Plan: Development Management Policies and Designations (p85) could be interpreted to specify either on-site or off-site provision, but does not explicitly specify a mix.	GMCA82
	JPA26 (new criterion)	326-327	Add new criterion below criterion 2 of policy JPA26 and modify criteria 3 and 4 as follows: "Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; including: ~~3.~~ a) Being designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian and	Addition of new criterion reflects discussion at the hearings and ensures that sustainable transport issues and highways infrastructure will have to be provided having regard to Appendix D and policy JP-C7. Modifications to criteria 3 and 4 are consequential	GMCA82

			cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops; ~~4.~~ b) Incorporating~~e~~ attractive public rights of way through the site which connect into the wider pedestrian and cycling network providing access to local facilities;"	as a result of the insertion of the new criterion.	
	JPA26 (new criterion)	326-327	Add new criterion below criterion 5 in policy JPA26 as follows: "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;"	To be consistent with the requirements of PfE policy JP-G2 and paragraph 142 of the NPPF.	GMCA82
	JPA26 (criterion 10)	326-327	Modify criterion 10 of policy JPA26 as follows: "Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies ~~and avoid harm to protected species~~;"	Salford's Local Plan (Development Management Policies and Designations) includes policy on the GMWNIA which sets out objectives against which applications will be assessed. To ensure consistency with other local and national planning policies / legislation relating to biodiversity, reference to avoiding harm to protected species has been	GMCA82

				deleted. A new criterion directly below criterion 10 has been added to the policy that relates to managing impacts on biodiversity.	
	JPA26 (new criterion)	326-327	Add new criterion below criterion 10 in policy JPA26 as follows: "Manage impacts on biodiversity by following the mitigation hierarchy and achieving a minimum 10% net gain in biodiversity in accordance with policy JP-G9;"	To ensure consistency with other local and national planning policies relating to assessing the impacts on biodiversity.	GMCA82
	JPA26 (criterion 11)	326-327	Delete criterion 11 of policy JPA26 as follows: "~~11. Incorporate sustainable drainage systems to mitigate the surface water flooding on the site, while ensuring that there is no adverse impact on the potential for flooding off-site~~;"	Unnecessarily repeats thematic policies in PfE relating to sustainable drainage systems and flood risk which would apply in any case.	GMCA82
	JPA26 (criterion 12)	326-327	Modify criterion 12 of policy JPA26 as follows: "12. Provide a buffer for the overhead power lines that run across the site~~, in accordance with National Grid requirements~~;"	National Grid do not have standard buffer requirements from overhead power lines and therefore this part of the criterion has been removed. An appropriate buffer can be determined at the masterplanning / planning application stages in consultation with relevant consultees.	GMCA82

	JPA26 (criterion 13)	326-327	Modify criterion 13 of policy JPA26, as follows: "13. Provide mitigation to address noise and air 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 by GMCA (as set out in M21.1 Q21.2 and GMCA53) would bring part of the site within the air quality management area.	GMCA82
	JPA26 (criterion 14)	326-327	Delete criterion 14 of policy JPA26 as follows: "~~14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area; and~~"	Allotment provision is covered by other local planning policies. A new criterion has been added to the allocation policy to require that development accords with local recreation standards (this includes allotments).	GMCA82
	JPA26 (new criterion)	326-327	Add new criterion below criterion 14 in policy JPA26 as follows: "Contribute to the achievement of recreation standards in accordance with local planning policies;"	The criterion ensures that reference is made to all recreation standards set out in local planning policies. These requirements include allotment provision as was addressed under	GMCA82

				criterion 14 (to be deleted).	
	JPA26 (new criteria)	326-327	Add new criteria below criterion 15 in policy JPA27 as follows: "Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."	There is the potential for the survival of archaeological remains on the site. To ensure that any development is consistent with the Minerals DPD (or any successor) in relation to safeguarding resources.	GMCA82
	JPA26 (paragraph 11.251)	326-327	Delete the last sentence of paragraph 11.251 in the reasoned justification to policy JPA26: "~~A desk-based assessment of the site's archaeological interest will be required~~"	Change as a result of a new criterion relating to archaeology.	GMCA82
	JPA26 (new paragraphs to reasoned justification)	326-327	Add new paragraphs to the reasoned justification to policy JPA26 (below paragraph 11.251) to read as follows: "Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).	Change as a result of the addition of a new criterion to the policy relating to compensatory improvements to the Green Belt.	GMCA82

			The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	Change as a result of the new criterion to the policy relating to minerals safeguarding.	GMCA82
	JPA27 (criterion 1)	328-330	Modify criterion 1 of policy JPA27 as follows: "1. Be in accordance with a masterplan/framework ~~or Supplementary Planning Document (SPD)~~ consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1 ~~that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council~~;"	To be clear that the allocation shall be in accordance with a masterplan / framework in accordance with policy JP-D1. Wording relating to engagement or approval of any masterplan is not required as this is adequately addressed through other local planning policies.	GMCA82
	JPA27 (criterion 2)	328-330	Modify criterion 2 of policy JPA27 as follows: "2. ~~Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision~~ Provide at least 50% affordable	The detailed tenure split is set out in relevant local planning policies and so is not necessary in policy JPA27.	GMCA82

			housing in accordance with relevant local planning policies, with some of this directed to off-site provision;"	Reference to off-site provision has been retained given that policy H4 of the Salford Local Plan: Development Management Policies and Designations (p85) could be interpreted to specify either on-site or off-site provision but does not explicitly specify a mix.	
	JPA27 (new criterion)	328-330	Add new criterion below criterion 2 in policy JPA27 as follows: "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;"	To be consistent with the requirements of PfE policy JP-G2 and paragraph 142 of the NPPF.	GMCA82
	JPA27 (criterion 9)	328-330	Modify criterion 9 of policy JPA27 as follows: "Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies ~~and avoid harm to protected species~~;"	Salford's Local Plan (Development Management Policies and Designations) includes policy on the GMWNIA which sets out objectives against which applications will be assessed. To ensure consistency with other local and national planning policies / legislation relating to	GMCA82

				biodiversity, reference to avoiding harm to protected species has been deleted. A new criterion has been added to the policy directly below criterion 9 which relates to managing impacts on biodiversity (which would include development affecting peat).	
	JPA27 (new criterion)	328-330	Add new criterion below criterion 9 in policy JPA27 as follows: "Manage impacts on biodiversity by following the mitigation hierarchy and achieving a minimum 10% net gain in biodiversity in accordance with policy JP-G9;"	To ensure consistency with other local and national planning policies relating to assessing the impacts on biodiversity.	GMCA82
	JPA27 (new criterion)	328-330	Add new criterion below criterion 9 of policy JPA27 and modify criteria 10 and 11 as follows: "Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; including: ~~10.~~ a) Ensuringe good quality access by walking and cycling for all residents to services and facilities in Boothstown and the local area, bus services on the surrounding road network, the Bridgewater Canal and Chat Moss to the south, including through the provision of a high quality network of pedestrian	Addition of new criterion reflects discussion at the hearings and ensures that sustainable transport issues and highways infrastructure will have to be provided having regard to Appendix D and policy JP-C7. Modifications to criteria 10 and 11 are consequential as a result	GMCA82

			and cycle routes throughout the site; off-site pedestrian crossings and a footpath adjacent to the site on the south side of Leigh Road; ~~11.~~ b) Securinge further improvements to the path on the north side of the Bridgewater Canal to provide a high quality walking and cycling route to RHS Garden Bridgewater, Worsley Village and Boothsbank Park;	of the insertion of the new criterion.	
	JPA27 (criterion 12)	328-330	Modify criterion 12 of policy JPA27 as follows: "12. Include a new neighbourhood equipped area of play and contribute to the achievement of recreation standards in accordance with local planning policies;"	Additional text to ensure that reference is made to all recreation standards set out in local planning policies. These requirements include allotment provision as was addressed under criterion 14 (to be deleted).	GMCA82
	JPA27 (criterion 13)	328-330	Delete criterion 13 of policy JPA27 as follows: "~~13. Retain or replace existing playing fields;~~"	This can be adequately addressed through existing thematic policies.	GMCA82
	JPA27 (criterion 14)	328-330	Delete criterion 14 of policy JPA27 as follows: "~~14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area;~~"	Allotment provision is covered by other local planning policies. A new criterion has been added to the allocation policy to require that development accords with local recreation standards (this includes allotments).	GMCA82

	JPA27 (criterion 18)		Modify criterion 18 of policy JPA27 as follows: "18. Take appropriate account of heritage assets around the site, and their settings, including Worsley Hall Garden Cottage; the Bothy; and Worsley Park, in accordance with policy JP-P2 ~~Conserve and enhance the setting of nearby heritage assets and, informed by the findings and recommendations of the Heritage Assessment (2019) in the Plan's evidence base and any Heritage Impact Assessment submitted as part of the planning application process; and~~"	To be site specific with reference to heritage assets around the site and provide a cross reference to the relevant thematic policy in PfE.	GMCA82
	JPA27 (new criterion)	328-330	Add new criterion below criterion 19 in policy JPA27 as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).	To ensure that any development is consistent with the Minerals DPD (or any successor) in relation to safeguarding resources.	GMCA82
	JPA27 (new paragraph to reasoned justification)	328-330	Add new paragraph to the reasoned justification to policy JPA27 (below paragraph 11.252) to read as follows: "Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).	Consequential change as a result of the addition of a new criterion to the policy relating to compensatory improvements to the Green Belt.	GMCA82

	JPA27 (new paragraph to reasoned justification)	329-330	Add new paragraph to the reasoned justification (below paragraph 11.253) to read as follows: "The allocation is wholly within the brick and clay Mineral Safeguarding Area as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	Consequential change as a result of the addition of a new criterion to the policy relating to minerals safeguarding.	GMCA82
	JPA28 (criterion 1)	330-333	Modify criterion 1 of policy JPA28 as follows: "1. Be in accordance with a masterplan/framework ~~or Supplementary Planning Document (SPD) that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council~~. Central to the masterplan shall be the consideration of opportunities to restore habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on this site;"	Removal of wording relating to engagement or approval of any masterplan as this is adequately addressed through other local planning policies.	GMCA82
	JPA28 (criterion 2)	330-333	Modify criterion 2 of policy JPA28 as follows: "2. Be supported by a robust phasing and delivery strategy in accordance with policy JP-D1, which is prepared in partnership with key stakeholders and secures the effective delivery of the full masterplan/framework, including transport, green and social infrastructure, affordable housing and planning obligation contributions;"	To make it clear that phasing should be considered alongside a delivery strategy. Cross reference to policy JP-D1 provides more detail in relation to this requirement.	GMCA82

	JPA28 (criterion 4)	330-333	Modify criterion 4 of policy JPA28 as follows: "4. ~~Provide an affordable housing scheme equivalent to at least 25% of the dwellings, and substantially more if other funding becomes available to allow for this (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership)~~ Provide at least 25% affordable housing in accordance with relevant local planning policies;	The detailed tenure split is set out in relevant local planning policies and so is not necessary in policy JPA28. The reference to other funding is imprecise and so has been deleted.	GMCA82
	JPA28 (criterion 5)	330-333	Modify criterion 5 of policy JPA28 as follows: "5. Minimise the loss of the carbon storage function of the peat and ~~undertake a hydrological assessment in order to avoid~~ any adverse impacts on the hydrology of Chat Moss, whilst ensuring that there is no potential for future problems of land stability or subsidence;"	To recognise that it may not be possible to 'avoid' any adverse impacts on the hydrology of Chat Moss. If there are impacts, they should be minimised. In order to understand impacts on the hydrology of the Moss it is clear that a hydrological assessment would be needed and so the specific reference is unnecessary.	GMCA82
	JPA28 (new criterion)	330-333	Add new criterion below criterion 5 of policy JPA28 and modify criteria 6, 7 and 8 as follows: "Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative	Addition of the new criterion reflects discussion at the hearings and ensures that sustainable transport	GMCA82

			transport interventions set out in Appendix D in accordance with policy JP-C7; including: ~~6.~~ a) Incorporating~~e~~ a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss; ~~7.~~ b) Minimising~~e~~ impact on local highways and provide contributions to support the improvement of affected local junctions; ~~8.~~ c) ~~Include~~ Providing a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station;	issues and highways infrastructure will have to be provided having regard to Appendix D and policy JP-C7. Modifications to criteria 6, 7 and 8 are consequential as a result of the insertion of the new criterion.	
	JPA28 (new criterion)	330-333	Add new criterion below criterion 9 in policy JPA28 as follows: "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;"	To be consistent with the requirements of PfE policy JP-G2 and paragraph 142 of the NPPF.	GMCA82
	JPA28 (new criterion)	330-333	Add new criterion below criterion 9 in policy JPA28 as follows: "Manage impacts on biodiversity by following the mitigation hierarchy and achieve a minimum 10% net gain in biodiversity in accordance with policy JP-G9, with the priority for any off-site nature conservation enhancements being New Moss Wood, and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north;"	To ensure consistency with other local and national planning policies relating to assessing the impacts on biodiversity. The text referring to the priority for biodiversity net gain has been moved from 11.259 of the	GMCA82

				reasoned justification to policy JPA28.	
	JPA28 (criterion 10)	330-333	Modify criterion 10 of policy JPA28 as follows: "10. Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows, so as to minimise the visual impact on the wider landscape, ~~achieve a minimum 10% net gain in biodiversity,~~ mitigate the environmental impacts of development and provide an attractive backdrop to walking and cycling routes;"	Reference to a minimum 10% biodiversity net gain has been included in a new criterion on biodiversity.	GMCA82
	JPA28 (criterion 11)	330-333	Modify criterion 11 of policy JPA28 as follows: "11. Support the objectives for the Great Manchester Wetlands Nature Improvement Area <u>in accordance with local planning policies</u> ~~and avoid harm to protected species~~;"	Salford's Local Plan (Development Management Policies and Designations) includes policy on the GMWNIA which sets out objectives against which applications will be assessed. To ensure consistency with other local and national planning policies / legislation relating to biodiversity, reference to avoiding harm to protected species has been deleted. A new	GMCA82

				criterion has been included directly below criterion 9 which relates to managing impacts on biodiversity.	
	JPA28 (criterion 12)	330-333	Modify criterion 12 of policy JPA28 as follows: "12. ~~Be supported by breeding and winter bird surveys to understand and m~~Minimise any adverse impact on bird species in this area. Surveys of potential compensation areas should also be undertaken to demonstrate that displacement into the wider landscape is possible;	References to ecological surveys are superfluous.	GMCA82
	JPA28 (criterion 13)	330-333	Delete criterion 13 of policy JPA28 as follows: "~~13. Be supported by a project specific Habitats Regulations Assessment for any planning applications involving 50 or more dwellings;~~"	To clarify that as part of the updated HRA, the policy requirement at criterion 13 is appropriately addressed through proposed modifications to JP-G9.	GMCA82
	JPA28 (criterion 16)	330-333	Modify criterion 16 of policy JPA28 as follows: "16. Include a new neighbourhood park~~,~~ incorporating an equipped area for play, and contribute to the achievement of recreation standards in accordance with local planning policies;"	Additional text to ensure that reference is made to all recreation standards set out in local planning policies. These requirements include allotment provision which was addressed under the	GMCA82

				criterion 17 (proposed to be deleted).	
	JPA28 (criterion 17)	330-333	Delete criterion 17 of policy JPA28 as follows: "~~17. Include new allotment plots to meet the local standard;~~"	Allotment provision is covered by other local planning policies. A new criterion has been proposed to ensure that development accords with local recreation standards (this includes allotments).	GMCA82
	JPA28 (new paragraph to reasoned justification)	328-330	Add new paragraph to the reasoned justification to policy JPA28 (below paragraph 11.252) to read as follows: "Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).	Consequential change as a result of the addition of a new criterion to the policy relating to compensatory improvements to the Green Belt.	GMCA82
	JPA28 (reasoned justification)		Delete the fifth sentence of paragraph 11.259 of the reasoned justification to policy JPA28 as follows: "~~The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to be the enhancement of New Moss Wood, and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north.~~"	Consequential modification as a result of moving this text into a new criterion below criterion 9 of the policy.	GMCA82

	JPA28 (reasoned justification)	330 - 333	Delete paragraph 11.260 of the reasoned justification to policy JPA28 as follows: "~~11.260 For any planning applications within the boundary of the allocation involving 50 or more dwellings, a project specific Habitats Regulations Assessment will be required given that such developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.~~"	To clarify that as part of the updated HRA, the policy requirement at criterion 13 and associated reasoned justification at paragraph 11.260 are no longer necessary in JPA28 as the matter is appropriately addressed through modifications to PfE policy JP-G9.	GMCA82
	JPA29 (paragraph 1 to the policy)	334-338	Modify the last sentence of paragraph 1 to policy JPA29 as follows: This will provide one of the most well-connected and market-attractive industrial and warehousing locations in the country, with a strong focus on logistics activities <u>(Use Class B8)</u> but also incorporating high quality manufacturing floorspace <u>(Use Classes E(g)(iii) and B2)</u>.	To provide clarity in relation to the Use Classes that will be provided as part of the allocation.	GMCA82
	JPA29 (criterion 1)	334-338	Modify criterion 1 of policy JPA29 as follows: "1. Be in accordance with a masterplan/framework ~~or Supplementary Planning Document (SPD)~~ <u>consistent with a phasing and delivery strategy prepared in accordance with policy JP-D1</u> ~~that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council~~;"	To be clear that the allocation shall be in accordance with a masterplan / framework in accordance with policy JP-D1. Wording relating to engagement or approval of any masterplan is not	GMCA82

				required as this is adequately addressed through other local planning policies.	
	JPA29 (criterion 2)	334-338	Delete criterion 2 of policy JPA29 as follows: "~~2. Involve high levels of community engagement, including through regular liaison meetings convened by the landowner and/or developers';~~"	The criterion does not relate to decision taking and it is unclear what it is seeking to achieve in terms of the effects on any development.	
	JPA29 (new criterion)	334-338	Add new criterion below criterion 4 of policy JPA29 and modify criteria 5, 6, 7 and 8 as follows: "Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; including: ~~5.~~ a) Deliver<u>ing</u> necessary highway improvements of a strategic and local nature to cater for the additional traffic created by the expansion of Port Salford in a way that is compatible with any proposals for the enhancement of the wider motorway network and ensures the safe and efficient operation of the local road network; ~~6.~~ b) Incorporatinge suitable HGV parking provision to cater for the area's anticipated use, including as appropriate stop over provision, and amenity facilities to serve the needs of HGV drivers;	Addition of new criterion reflects discussion at the hearings and ensures that sustainable transport issues and highways infrastructure will have to be provided having regard to Appendix D and policy JP-C7. Modifications to criteria 6, 7 and 8 are consequential as a result of the insertion of the new criterion.	GMCA82

			~~7.~~ c) Providing~~e~~ high quality walking and cycling routes from across the site to the bus stops on the A57 and the wider pedestrian and cycling network including Port Salford Greenway; ~~8.~~ d) Maximising~~e~~ links to existing public transport services and support new routes and enhanced services as appropriate, including accommodating a potential extension of the Trafford Park Metrolink line to serve Port Salford;		
	JPA29 (criterion 10)	334-338	Delete criterion 10 of policy JPA29 and replace with a new criterion as follows: "~~10. Conserve and where appropriate enhance, the significance of surrounding designated and non-designated heritage assets, including by:~~ ~~i. Designing and landscaping the development to minimise any adverse impacts on the setting of Barton Aerodrome and the listed buildings within it;~~ ~~ii. Where harm to Barton Aerodrome and any heritage asset within it is justified, opportunities shall be sought to better reveal the significance of the heritage asset securing repairs to them, improving public access to them and/or providing publicly accessible information about them; and~~ ~~iii. Being informed by the findings and recommendations of the Heritage Assessment (2019) in the Plan's evidence base and any Heritage Impact Assessment submitted as part of the planning application process.~~"	To be site specific with reference to Barton Aerodrome, provide clarity and a cross reference to the relevant thematic policy in PfE.	GMCA82

			"Take appropriate account of heritage assets around the site, and their settings, including Barton Aerodrome and the listed buildings within it, in accordance with policy JP-P2;"		
	JPA29 (new criterion)	334-338	Add new criterion below criterion 10 of policy JPA29 as follows: "Define and/or strengthen the boundaries of the Green Belt to the north and south of the site such that they will comprise physical features that are readily recognisable and likely to be permanent;"	To recognise that the current boundaries do not follow physical features that are readily recognisable and likely to be permanent.	GMCA82
	JPA29 (new criterion)	334-338	Add new criterion below criterion 10 of policy JPA29 as follows: "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;"	To be consistent with the requirements of PfE policy JP-G2 and paragraph 142 of the NPPF.	Gmca82
	JPA29 (criterion 11)	334-338	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 97 of the NPPF (February 2019) or any subsequent revision of national planning policy~~ Manage the loss of recreation land and facilities in accordance with local planning policies;"	Local planning policy (including policy R3 of the Salford Local Plan: Development Management Policies and Designations) includes consideration of whether compensation is necessary and so the reference to local planning policies is sufficient.	GMCA82

	JPA29 (new criterion)	334-338	Add new criterion below criterion 11 of policy JPA29 as follows: "Manage impacts on biodiversity by following the mitigation hierarchy and achieve a minimum 10% net gain in biodiversity in accordance with Policy JP-G9, with the priority for any off-site nature conservation enhancements being Foxhill Glen Site of Biological Importance, ecological enhancements to remaining areas of Green Belt to the site's south-western and north-eastern boundaries and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north;"	To ensure consistency with other local and national planning policies relating to assessing the impacts on biodiversity. Text referring to the priority for biodiversity net gain has been moved from 11.266 of the reasoned justification to the policy wording.	GMCA82
	JPA29 (criterion 12)	334-338	Modify criterion 12 of policy JPA29 as follows: "12. Incorporate high levels of landscaping, including the retention or replacement of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape (including on the remaining Green Belt separating the site from Irlam), ~~achieve a minimum 10% net gain in biodiversity~~ and mitigate the environmental impacts of development including noise;"	Reference to a minimum 10% biodiversity net gain has been included in a new criterion on biodiversity directly below criterion 11.	GMCA82
	JPA29 (criterion 12)	334-338	Modify criterion 13 of policy JPA29 as follows: "13. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies ~~and avoid harm to protected species~~;	Salford's Local Plan (Development Management Policies and Designations) includes policy on the GMWNIA which sets out objectives against which applications will be assessed.	GMCA82

				To ensure consistency with other local and national planning policies / legislation relating to biodiversity, reference to avoiding harm to protected species has been deleted. A new criterion is proposed directly below criterion 11 which relates to managing impacts on biodiversity.	
	JPA29 (criterion 14)	334-338	Modify criterion 14 of policy JPA29 as follows: "14. ~~Be supported by breeding and winter bird surveys to understand and m~~Minimise any adverse impact on bird species in this area. Surveys of potential compensation areas should also be undertaken to demonstrate that displacement is possible into the wider landscape;"	References to ecological surveys are superfluous.	GMCA82
	JPA29 (criterion 16)	334-338	Delete criterion 16 of policy JPA29 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;~~"	To clarify that as part of the updated HRA, the policy requirement at criterion 16 is appropriately addressed through proposed modifications to PfE policy JP-G9.	GMCA82

	JPA29 (criterion 18)	334-338	Amend criterion 18 of policy JPA29 as follows: "18. Minimise the loss of the carbon storage function of the peat and ~~avoid~~ any adverse impacts on the hydrology of surrounding areas of peat/mossland, whilst ensuring that there is no potential for future problems of land stability or subsidence;"	To recognise that it may not be possible to 'avoid' any adverse impacts on the hydrology of Chat Moss. If there are impacts, they should be minimised.	GMCA82
	JPA29 (criterion 23)	334-338	Delete criterion 23 of policy JPA29 as follows: "~~23. Give positive consideration to the incorporation of renewable and low carbon energy infrastructure, including the potential for solar panels on buildings; and~~"	This criterion relates to renewable and low carbon energy infrastructure which are covered more comprehensively elsewhere in the plan.	GMCA82
	JPA29 (new criterion)	334-338	Add new criterion below criterion 24 of policy JPA29 as follows: "Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans)."	Consequential change as a result of the addition of a new criterion relating to minerals safeguarding.	GMC82
	JPA29 (new paragraph to reasoned justification)	334-338	Add new paragraph to the reasoned justification to policy JPA29 (below paragraph 11.264) to read as follows: "Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of	Consequential change as a result of the addition of a new criterion to the policy relating to compensatory improvements to the Green Belt.	GMCA82

			Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).		
	JPA29 (reasoned justification)	334-338	Delete paragraph 11.266 of the reasoned justification to policy JPA29 as follows: "~~11.266 The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to include the enhancement of Foxhill Glen Site of Biological Importance, ecological enhancements to remaining areas of Green Belt to the site's south western and north eastern boundaries and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north. 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 associated reasoned justification at paragraph 11.266 are no longer necessary in JPA29 as the matter is appropriately addressed through modifications to JP-G9. Priorities for 10% biodiversity net gain are included in a new biodiversity criterion to JPA29.	GMCA82
	JPA29 (reasoned justification)	334-338	Add new paragraph to the reasoned justification to policy JPA29 (below paragraph 11.266) to read as follows: "The allocation is identified as containing a Mineral Safeguarding Area for brick and clay (4.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be	Consequential change as a result of the addition of a new criterion to the policy relating to minerals safeguarding.	GMCA82

			assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.”		
	JPA30 (criterion 1)	340	Modify criterion 1 of policy JPA30 as follows: Deliver around 160,000 square metres of employment floorspace, ~~primarily~~ within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes;	To remove reference to “primarily” within the specified use classes to provide clarity as to the uses to be delivered on site.	GMCA85 AP129
	JPA30 (criterion 3)	340	Delete criterion 3 of policy JPA30 as follows: ~~3. Be informed by a detailed earthworks and remediation strategy;~~	Requirements of the criteria are adequately addressed elsewhere in the Plan.	GMCA85 AP129
	JPA30 (criterion 4)	340	Modify criterion 4 of policy JPA30 as follows: 4. ~~Be informed by an assessment of archaeology;~~ Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;	To clarify the policy requirements in terms of archaeology and acknowledge the potential for there to be the archaeological interest and consequential further investigation.	GMCA85 AP129
	JPA30 (criteria 5 and 6)	341	Delete criteria 5 and 6 of policy JPA30 as follows: ~~5. Take an integrated and co-ordinated approach to infrastructure to support the scale of the whole development; 6. Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating a high quality and contemporary employment location;~~	Requirements of the criteria are adequately addressed elsewhere in the Plan.	GMCA85 AP129
	JPA30 (criterion 8, 10, 12 and 13)	341	Delete criteria 8, 10, 12 and 13 of policy JPA30 as follows: ~~8. Provide developer contributions towards transport and other infrastructure as deemed appropriate;~~	Requirements of these criteria are addressed by the new criterion which	GMCA85 AP129

			~~10. Provide access into the site from the A6140 Lord Sheldon Way;~~ ~~12. Ensure proposals create a safe, walkable and green development;~~ ~~13. Ensure active travel is promoted to be the most attractive form of local transport through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways;~~ and replace with the following new criterion: Make provision for vehicular access into the site from the A6140 Lord Sheldon Way and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;	makes reference to the new Appendix D of the Plan, or other policies elsewhere in the Plan.	
	JPA30 (criterion 9)	341	Delete criterion 9 of policy JPA30 as follows: ~~9. Ensure employment, education and training opportunities are available for residents within the local area both through construction phases and upon completion;~~	Requirements of the criterion are adequately addressed elsewhere in the Plan.	GMCA85 AP129
	JPA30 (criterion 11)	341	Replacement of criterion 11 of policy JPA30 with a new criterion as follows: ~~11. Ensure highways are designed to accommodate access to the rail line to the northern boundary and land is set aside in that location to potentially accommodate provision for a future rail station;~~ Ensure the masterplan layout is designed so as not to preclude highway access to the rail line to the northern boundary and land is set aside in that location to accommodate provision for a potential future rail station.	To clarify that the whole site layout, rather than just the highways, are designed to accommodate the potential for a new rail station.	GMCA85 AP129
	JPA30 (criterion 14)	341	Replacement of criterion 14 of policy JPA30 with a new criterion as follows: ~~14. Protect and enhance key landscape and ecological features, including trees, watercourses and ponds;~~	To clarify and ensure the policy is consistent with JP-G 9.	GMCA85 AP129

			Make provision for biodiversity, taking appropriate account of priority species, and ecological features in accordance with policy JP-G 9.		
	JPA30 (criterion 15)	341	Delete criterion 15 of policy JPA30 as follows: ~~15. Deliver a high-quality public realm that incorporates street tree planting;~~	Requirements of the criterion are adequately addressed elsewhere in the Plan.	GMCA85 AP129
	JPA30 (criterion 16)	341	Modify criterion 16 of policy JPA30 as follows: 16. Incorporate and enhance as attractive and desirable routes existing public rights of way including that between the community of Littlemoss to the north and the Metrolink stop at Ashton Moss to the south and the active travel route along the site's western edge;	To clarify and provide locally specific guidance, whilst avoiding duplication within criterion 17.	GMCA85 AP129
	JPA30 (criterion 17)	341	Delete criterion 17 of policy JPA30 as follows: ~~17. Be designed to enhance connectivity to existing communities in the locality alongside key assets such as: schools, cycle and walking routes, public transport services and Daisy Nook Country Park; and~~	To avoid unnecessary duplication as locally specific guidance has been incorporated into a modified criterion 16.	GMCA85 AP129
	JPA30 (criterion 18)	341	Delete criterion 18 of policy JPA30 as follows: ~~18. Set aside land for a range of public open spaces, such as: natural space and amenity space, in accordance with the Council's most up to date Open Space Review~~	Requirements of the criterion are adequately addressed elsewhere in the Plan.	GMCA85 AP129
	JPA30 (new criterion)	341	Insert a new criterion into policy JPA30 as follows: Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G 2;	To clarify, ensuring the policy is consistent with JP-G 2.	GMCA85 AP129
	JPA30 (new criterion)	341	Insert a new criterion into policy JPA30 as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).	To clarify, setting out an unambiguous policy framework for these allocations.	GMCA21 AP9 GMCA85 AP129

	JPA30 (new criterion)	341	Insert a new criterion into policy JPA30 as follows: Minimise the loss of the carbon storage function of the peat.	To acknowledge the presence of peat within the underlying geological strata of the site.	GMCA85 AP129
	JPA30	342	Modify paragraph 11.268 of policy JPA30 as follows: 11.268 Having previously been identified as part of a potential World EXPO site, Ashton Moss West represents a major opportunity for Tameside and the east of Greater Manchester to deliver approximately 160,000 square metres of high-quality employment floorspace. This should ~~primarily~~ fall within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes and be aimed at delivering facilities suitable for identified areas of economic strength and key growth sectors within Tameside and Greater Manchester: life sciences; health technologies, advanced manufacturing and materials science/fabrication.	Consequential change resulting from a modification to criterion 1 of policy JPA30.	GMCA85 AP129
	JPA30	341-344	Insert a new paragraph to the reasoned justification to JPA30 as follows: The allocation is identified as containing Mineral Safeguarding Areas for brick clay (92.4% of the site) and surface coal (92.4% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.	To clarify, setting out an unambiguous policy framework for these allocations.	GMCA21 AP9 GMCA85 AP129
	JPA30	341-344	Insert a new paragraph to the reasoned justification to JPA30 as follows: Where land is to be removed from the Green Belt, national planning policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt	Consequential change resulting from the addition of a new criterion to policy JPA30.	GMCA85 AP129

			land. Potential enhancement projects related to this site have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).		
	JPA31 (criteria 1 and 2)	344-345	Replace criteria 1 and 2 of policy JPA31 with a new criterion as follows: ~~1. Construct around 2,350 new homes;~~ ~~2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;~~ Make provision for around 2,350 new homes across a range of types and tenures and having regard to the Council's most up-to-date Housing Needs Assessment. Affordable housing will be provided in accordance with the Council's affordable housing requirements;	To clarify that development will be required to deliver housing across a range of type and tenures, including affordable housing.	GMCA85 AP130
	JPA31 (criterion 5)	345	Modify criterion 5 of policy JPA31 as follows: 5. ~~Be informed by an assessment of archaeology;~~ Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;	To clarify the policy requirements in terms of archaeology and acknowledge the potential for there to be the archaeological interest and consequential further investigation.	GMCA85 AP130
	JPA31 (criteria 6 and 7)	345	Delete criteria 6 and 7 of policy JPA31 as follows: ~~6. Take an integrated and co-ordinated approach to infrastructure to support the scale of the whole development;~~ ~~7. Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;~~	Requirements of the criteria are adequately addressed elsewhere in the Plan.	GMCA85 AP130

	JPA31 (criterion 9)	345	Replace criterion 9 of policy JPA31 with a new criterion as follows: ~~9. Establish two connected villages, each with their own distinct identity and served by a local hub offering flexible workspace opportunities and a range of community, retail, cultural and leisure uses, separated by Godley Brook as a central landscape feature;~~ Establish two connected villages, each with their own distinct identity and separated by Godley Brook as a central landscape feature. Each village should be served by a local hub offering flexible workspace opportunities and a range of appropriate community, retail, cultural and leisure uses required to serve local needs;	To clarify, ensuring the policy is effective, unambiguous and provides clear guidance in relation to the local hubs and the requirement to serve local needs.	GMCA85 AP130
	JPA31 (criterion 10)	345	Modify criterion 10 of policy JPA31 as follows: 10. Deliver higher density residential development around Hattersley train station in accordance with JP-H 4, and around the village hubs;	To clarify, making reference to and ensuring the policy is consistent with JP-H 4.	GMCA85 AP130
	JPA31 (criterion 11 and 13)	345	Delete criteria 11 and 13 of policy JPA31 as follows: ~~11. Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate;~~ ~~13. Set aside land to accommodate additional education provision, unless it can be demonstrated that sufficient additional school places will be accommodated off site within the local area to meet the likely demand generated;~~ and replace with the following new criterion: Provide appropriate contributions towards education provision in accordance with Policy JP-D 2 and, where necessary, set aside land within the allocation to facilitate the expansion of Alder High School, to be completed in an early phase of development;	To clarify, ensuring the policy is effective and unambiguous in identifying the need for education provision, and to acknowledge the requirement to specifically set aside land for secondary provision.	GMCA85 AP130
	JPA31 (criterion 12)	345	Delete criterion 12 of policy JPA31 as follows:	Requirements of the criterion are adequately	GMCA85 AP130

			~~12. Ensure employment, education and training opportunities are available for residents within the local area, both through construction phases and upon completion;~~	addressed elsewhere in the Plan.	
	JPA31 (criterion 14, 15, 17 and 18)	345-346	Delete criteria 14, 15, 17 and 18 of policy JPA31 as follows: ~~14. Provide access into the site from the A560 Mottram Old Road including improved cycling and pedestrian facilities along the site's frontage;~~ ~~15. Ensure highways are designed to accommodate bus routing and provision of services are sought within the early phases of development;~~ ~~17. Ensure neighbourhoods are green, walkable and safe places;~~ ~~18. Ensure active travel is promoted through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways;~~ and replace with the following new criterion: Make provision for vehicular access into the site from the A560 Mottram Old Road, and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C 7;	Requirements of these criteria are addressed by the new criterion which makes reference to the new Appendix D of the Plan, or other policies elsewhere in the Plan.	GMCA85 AP130
	JPA31 (criterion 16)	346	Modify criterion 16 of policy JPA31 as follows: 16. Provide, in ~~the~~an early phase of development, a pedestrian, cycle, equine (multi-user and accessible to all) bridge connecting to Hattersley and be designed and located to encourage use of public transport services at Hattersley train station;	To clarify the phasing of the new bridge.	GMCA85 AP130
	JPA31 (criterion 19)	346	Amend criterion 19 of policy JPA31 as follows: 19. Incorporate and enhance as attractive and desirable routes, existing public rights of way ~~and~~, the Trans Pennine Trail, and linkages to local assets such as Hyde town centre,	To clarify and provide locally specific guidance, whilst avoiding duplication within criterion 20.	GMCA85 AP130

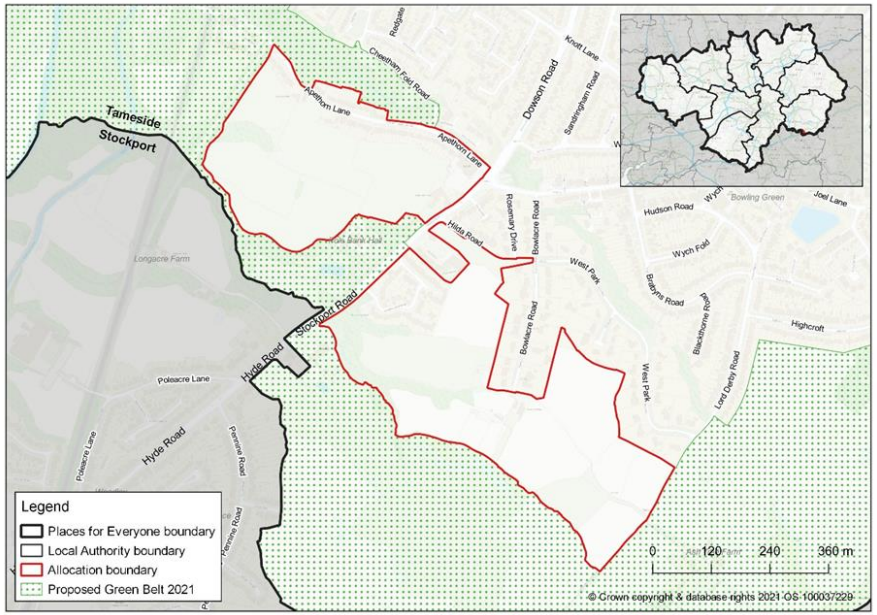
			schools, public transport services and Werneth Low Country Park;		
	JPA31 (criterion 20)	346	Delete criterion 20 of policy JPA31 as follows: ~~20. Be designed to enhance connectivity to existing communities in the locality, alongside key assets such as Hyde town centre, schools, cycle and walking routes, public transport services and Werneth Low Country Park;~~	To avoid unnecessary duplication as locally specific guidance has been incorporated into a modified criterion 19.	GMCA85 AP130
	JPA31 (criteria 21 and 22)	346	Delete criteria 21 and 22 of policy JPA31 as follows: ~~21. Protect and enhance the designated Sites of Biological Importance of Werneth Brook and Brookfold Wood;~~ ~~22. Protect and enhance key landscape and ecological features, including protected trees and woodlands, areas of Ancient Woodland, other mature trees, hedgerows, cloughs, watercourses and ponds;~~ and replace with the following new criterion: Make provision for biodiversity, taking appropriate account of the designated Sites of Biological Importance of Werneth Brook and Brookfold Wood, priority species and ecological features in accordance with policy JP-G 9;	To clarify and ensure the policy is consistent with JP-G 9.	GMCA85 AP130
	JPA31 (criteria 23 and 24)	346	Delete criteria 23 and 24 of policy JPA31 as follows: ~~23. Deliver a high-quality public realm that incorporates street tree planting; and~~ ~~24. Set aside land for a range of public open spaces, such as: parks and gardens, natural space, amenity space, play provision and allotments, in accordance with the Council's most up to date Open Space Review.~~	Requirements of the criteria are adequately addressed elsewhere in the Plan.	GMCA85 AP130
	JPA31 (new criterion)	346	Insert new criterion into policy JPA31 as follows: Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G 5, criterion 7 (c);	To clarify, ensuring the effectiveness of policy JPA31 in mitigating the recreation disturbance impacts of the allocation on European designated	GMCA33 SQAP30 GMCA85 AP130

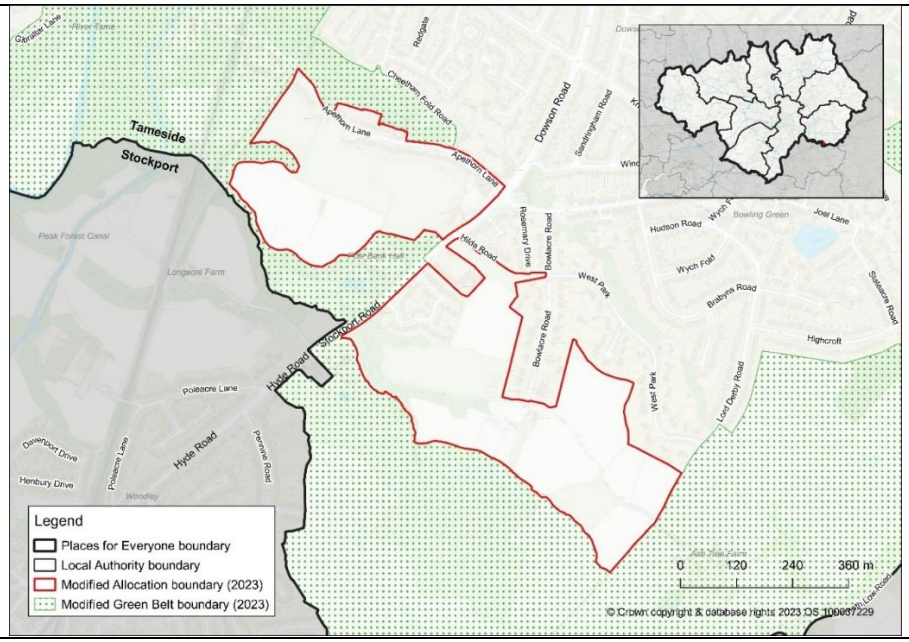
				habitats and ensure consistency with JP-G 5.	
	JPA31 (new criterion)	346	Insert new criterion into policy JPA31 as follows: Strengthen the definition along the A560 of the Green Belt boundary through appropriate boundary treatments, including tree planting;	To clarify, enhancing the effectiveness of Policy JPA31 in ensuring the Green Belt boundaries around the allocation are clearly defined, recognisable and likely to be permanent.	M22.1 Q22.8 GMCA85 AP130
	JPA31 (new criterion)	346	Insert new criterion into policy JPA31 as follows: Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the vicinity of the site in accordance with policy JP-G 2; and	To clarify, ensuring the policy is consistent with JP-G 2.	GMCA85 AP130
	JPA31 (new criterion)	346	Insert new criterion into policy JPA31 as follows: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).	To clarify, setting out an unambiguous policy framework for these allocations.	GMCA21 AP9 GMCA85 AP130
	JPA31	346-349	Insert new paragraphs into the reasoned justification for JPA31 as follows: The Garden City principles, as set out by the Town and Country Planning Association, are a distillation of the key elements that have made the Garden City model of development so successful. Together, these principles form an indivisible and interlocking framework for the delivery of high-quality places. The Garden City principles are: • Land value capture for the benefit of the community. • Strong vision, leadership and community engagement. • Community ownership of land and long-term stewardship of assets.	To clarify and provide unambiguous guidance as to how the Garden City Principles relate to development on the allocation site.	GMCA85 AP130

			• Mixed-tenure homes and housing types that are genuinely affordable. • A wide range of local jobs in the Garden City within easy commuting distance of homes. • Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food. • Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience. • Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. • Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport. National policy states delivering new homes can often be best achieved through planning for larger scale development, such as by following Garden City principles. These principles are an overarching concept that should be considered as appropriate at all stages of the development process, in particular during the masterplanning and design code phase.		
	JPA31 (paragraphs 11.286 & 11.287)	346-349	Modify paragraphs 11.286 and 11.287 of the reasoned justification to policy JPA31 as follows: 11.286 The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities, including through the provision of older persons housing and plots for custom and self-build. ~~There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).~~	To clarify, ensuring the policy is effective and provides clear and unambiguous guidance with regard to the number of new homes that should be provided for various groups.	M22.1 Q22.11 GMCA21 AP33 GMCA85 AP130

			11.287 ~~Older persons housing and plots for custom and selfbuild will also feature as important elements of the housing mix in the Garden Village and some should be affordable to those on lower and middle incomes seeking this type of opportunity.~~ There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).		
	JPA31	346-349	Insert a new paragraph into the reasoned justification for JPA31 as follows: The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site that is within 7km of the SAC and SPAs should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G 5, criterion 7 (c).	Consequential change resulting from the addition of a new criterion to policy JPA31.	GMCA33 IN22 / SQAP30 GMCA85 AP130
	JPA31	346-349	Insert a new paragraph into the reasoned justification for JPA31 as follows: Strengthening the Green Belt boundary is an important requirement for the proposed southern boundary along the A560. For example, strengthening the boundary could be through additional woodland planting. This will increase the future distinction between retained Green Belt land and the allocation.	Consequential change resulting from the addition of a new criterion to policy JPA31.	GMCA85 AP130
	JPA31	346-349	Insert a new paragraph into the reasoned justification for JPA31 as follows: Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2	Consequential change resulting from the addition of a new criterion to policy JPA31.	GMCA85 AP130

			Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).		
	JPA31	346-349	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: The allocation is identified as containing Mineral Safeguarding Areas for brick clay (22.5% of the site), sand and gravel (29.0% of the site) and sandstone (1.7% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.	To clarify, setting out an unambiguous policy framework for these allocations.	GMCA21 AP9 GMCA85 AP130
	JPA32 Picture 11.45	348	Delete JPA32 Picture 11.45:	New JPA32 Picture 11.45 to be inserted showing the amended Green Belt boundary following the exclusion of all of Pole Bank North SBI from within the site's red edge.	GMCA68 GMCA85 AP131

			 Insert replacement JPA32 Picture 11.45:		

					
	JPA32 Criterion 1, 2 and new criterion	348	Replacement of Policy JPA32 criterion 1 and 2: ~~1. Construct around 440 new homes;~~ ~~2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;~~ With new criterion: <u>Make provision for around 440 new homes, across a range of types and tenures having regard to the Council's most up-to-date Housing Needs Assessment. Affordable housing will be provided in accordance with the Council's affordable housing requirement;</u>	To clarify that development will be required to deliver housing across a range of type and tenures, including affordable housing.	GMCA85 AP131
	JPA32 Criterion 3	349	Modify, by deleting Policy JPA32 criterion 3: ~~3. Ensure Garden City principles are enshrined throughout;~~	Deleted as not justified to include this policy requirement for a site of this scale.	GMCA85 AP131

	JPA32 Criterion 5	349	Modify, by deleting Policy JPA32 criterion 5: ~~5. Take an integrated and co-ordinated approach to infrastructure to support the scale of the whole development;~~	Deleted as policy requirements are adequately addressed by other policies.	GMCA68 GMCA85 AP131
	JPA32 Criterion 6	349	Modify, by deleting Policy JPA32 criterion 6: ~~6. Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;~~	Deleted as policy requirements are adequately addressed by other policies.	GMCA68 GMCA85 AP131
	JPA32 Criterion 9	349	Modify criterion 9 of Policy JPA32 as follows: 9. Deliver lower density residential development as the site elevation increases toward its eastern most extent at Lord Derby Road, <u>having regard to the Landscape Character and Sensitivity Assessment within plan's evidence base, and the guidance and opportunities identified within the Pennine Foothills (Dark Peak) character type;</u>	Modified policy to take into account the guidance in the LUC Landscape Character and Sensitivity Assessment.	GMCA85 AP131
	JPA32 Criterion 10, 12 and new criterion.	349	Modify, by combining Policy JPA32 criterion 10 and 12 into a new criterion: ~~10. Sustain and enhance both designated and non-designated heritage assets and their settings including the Grade II* listed Apethorn Farmhouse and Grade II Pole Bank Hall;~~ ~~12. Deliver the sensitive restoration and long-term future use of the Grade II* listed Apethorn Farmhouse and complex within an early phase of development together with its removal from the Heritage at Risk Register;~~ <u>Sustain and enhance both designated and non-designated heritage assets and their settings. Including delivery of</u>	Deleted as criterion 10 and 12 are combined into a new criterion covering the historic environment for clarity.	GMCA68 GMCA85 AP131

			the sensitive restoration and long-term future use of the Grade II* listed Apethorn Farmhouse within an early phase of development so as to facilitate its removal from the Heritage at Risk Register;		
	JPA32 Criterion 11	349	Amendment to part of criterion 11 of Policy JPA32 as follows: 11. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base ~~and any updated Historic Impact Assessment(s) submitted as part of the planning application process~~;	Amended as policy requirement is adequately addressed by other policies.	GMCA85 AP131
	JPA32 Criterion 13	349	Modify, by deleting Policy JPA32 criterion 13: ~~13. Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate;~~	Deleted as policy requirements are adequately addressed by other policies.	GMCA85 AP131
	JPA32 Criterion 14	349	Modify, by deleting Policy JPA32 criterion 14: ~~14. Ensure employment, education and training opportunities are available for residents within the local area through the construction phases;~~	Deleted as policy requirements are adequately addressed by other policies.	GMCA85 AP131
	JPA32 Criterion 15, 16, 17 and new criterion	349	Modify, by replacing Policy JPA32 criterion 15, 16 and 17 with a new criterion: ~~15. Provide access to each east and west parcel from the A560 Stockport Road;~~ ~~16. Ensure neighbourhoods are green, walkable and safe places;~~ ~~17. Ensure active travel is promoted to be the most attractive form of local transport through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways;~~	Deleted as policy requirements are adequately addressed by other policies or new JPA32 policy criterion.	GMCA85 AP131

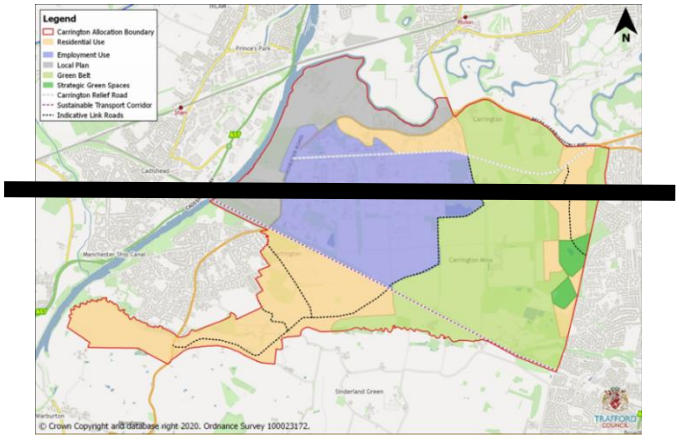
			Make provision for vehicular access into the east and west parcels from the A560 Stockport Road, and for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;		
	JPA32 Criterion 18 and 19	350	Combined criterion 18 with part of criterion 19 (criterion 19 deleted) of Policy JPA32 as follows: 18. Incorporate and enhance as attractive and desirable routes, existing public rights of way, including the Cown Edge Way and linkages to other recreational assets, including the Peak Forest Canal, Trans Pennine Trail and Werneth Low Country Park; ~~19. Be designed to enhance connectivity to existing communities in the locality, alongside key assets such as Hyde town centre, schools, cycle and walking routes, public transport services, the Peak Forrest Canal, Trans Pennine Trail and Werneth Low Country Park;~~	Criterion combined to reduce unnecessary duplication.	GMCA68 GMCA85 AP131
	JPA32 Criterion 20	350	Modify, by replacing Policy JPA32 criterion 20 and 21 with a new criterion as follows: ~~20. Protect and enhance the designated Pole Bank Sites of Biological Importance;~~ ~~21. Protect and enhance key landscape and ecological features including protected trees and woodlands, areas of Ancient Woodland, other mature trees, hedgerows, cloughs, watercourses and ponds;~~ Make provision for biodiversity, taking appropriate account of the designated Pole Bank Site of Biological	Deleted as criterion 20 and 21 are combined into a new criterion covering the natural environment for clarity.	GMCA85 AP131

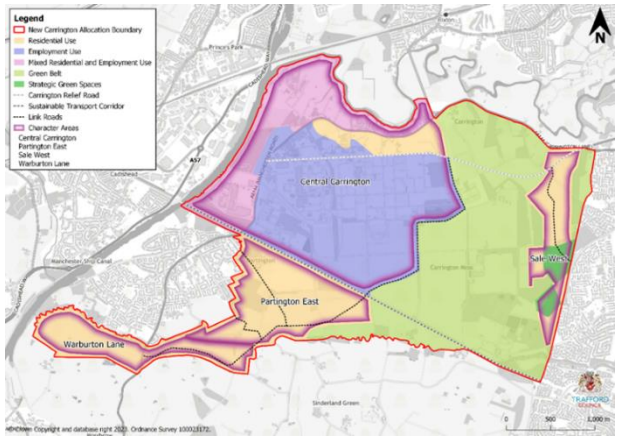
			Importance, priority species and ecological features in accordance with policy JP-G 9;		
	JPA32 Criterion 22	350	Modify, by deleting Policy JPA32 criterion 22: ~~22. Deliver a high-quality public realm that incorporates street tree planting; and~~	Deleted as policy requirements are adequately addressed by other policies.	GMCA68 GMCA85 AP131
	JPA32 Criterion 23	350	Modify, by deleting Policy JPA32 criterion 23: ~~23. Set aside land for a range of public open spaces such as; natural space, amenity space, play provision and allotments in accordance with the Council's most up to date Open Space Review.~~	Deleted as policy requirements are adequately addressed by other policies.	GMCA68 GMCA85 AP131
	JPA32 New Criterion	348-350	Modify, by inserting new Policy JPA32 criterion: Strengthen the boundary between the eastern development parcel and the adjoining retained Green Belt to the south through appropriate boundary treatments, including additional tree planting.	To clarify, enhancing the effectiveness of Policy JPA32 in ensuring the Green Belt boundaries around the allocation are clearly defined, recognisable and likely to be permanent	M22.1 Q22.15 GMCA85 AP131
	JPA32 New Criterion	348-350	Modify, by inserting new Policy JPA32 criterion: Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G 2;	Clarification that development will be required to make compensatory improvements to remaining Green Belt.	GMCA85 AP131
	JPA32 New Criterion	348-350	Modify, by inserting new Policy JPA32 criterion: Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 PMM3 GMCA68 GMCA85 AP131

			Development Plan (or any relevant policies in subsequent minerals plans); and		
	JPA32 New Criterion	348-350	Modify, by inserting new Policy JPA32 criterion: Make provision for flood risk and drainage, having regard to the findings of, and indicative mitigation identified in the Strategic Flood Risk Assessment within the plan's evidence base and prepare a site-wide drainage strategy.		GMCA85 AP131
	JPA32 paras. 11.301, 11.313 and 11.319	350-353	Modify Policy JPA32 reasoned justification paragraphs 11.301, 11.313 and 11.319, as follows: **11.301** The two parcels that make up the south of Hyde allocation represent an opportunity to deliver housing in advance of the larger more complex sites contained in Places for Everyone due to their smaller scale. The sites' semi-rural setting, opportunity to secure the future of a grade II* listed building together with an existing network of green infrastructure, set the framework for an attractive, high quality and accessible neighbourhood ~~that enshrines Garden City principles and~~ is a logical, sustainable, extension to the suburb of Gee Cross. **11.313** Building for a Healthy Life as the Government endorsed industry standard for well-designed homes and neighbourhoods should be used to guide the masterplanning and development~~, alongside Garden City principles,~~ as an attractive, functional and sustainable settlement with the aim of achieving Building for a Healthy Life commendation.	Consequential modifications required following deletion of JPA32 policy criterion 3.	GMCA85 AP131

			11.319 Open space and recreation areas comprise an essential element of ~~both Garden City and~~ Building for a Healthy Life principles, contributing to the creation of healthy and active communities. Sport England's Active Design and age friendly design principles should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.		
	JPA32 paras. 11.305 & 11.306	352	Modify Policy JPA32 reasoned justification paragraphs 11.305 and 11.306, as follows: **11.305** "The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities, including older persons housing and plots for custom and self-build. ~~There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed).~~" **11.306** "~~Older persons housing and plots for custom and self-build could also feature as elements of the housing mix and some should be affordable to those on lower and middle incomes seeking this type of opportunity.~~ There is potential to deliver innovative and creative development that is energy efficient and resilient to climate change using, where possible, zero-carbon and energy-positive technology (i.e. producing more energy than is consumed)."	The modification is considered necessary in order to reflect the policy modification to criterion 1 and 2 and the inclusion of a new criterion.	M22.1 Q22.18 GMCA21 AP34
	JPA32	351-354	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for brick clay (66.4% of the site), surface coal	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9 PMM3 GMCA68

			(66.4% of the site) and sandstone (13.7% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."		GMCA85 AP131
	JPA32 New reasoned justification para.	351-354	Strengthening the Green Belt boundary is an important requirement for the proposed eastern part of the allocation and the retained Green Belt land to the south. For example, strengthening the boundary could be through additional woodland planting. This will help to increase the future distinction and permanence between the retained Green Belt land and the allocation.	Consequential modification, to provide explanation as to the inclusion of an additional policy criterion relating to the need to strengthen the proposed Green Belt boundary.	GMCA68 GMCA85 AP131
	JPA32 New reasoned justification para.	351-354	Where land is to be removed from the Green Belt, national policy seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).	Consequential modification, to provide explanation as to the inclusion of an additional policy criterion relating to the need for compensatory improvements to the Green Belt.	GMCA85 AP131
	JPA32 para. 11.314	352	**11.314** Neighbourhoods will be linked via safe walking and cycling routes, including existing public rights of way such as the Cown Edge Way, and public open spaces, all of which will respect and integrate into the surrounding landscape. Cycle and pedestrian routes within the development area should provide direct connection to the existing and proposed cycle and	Consequential modifications required following combination of JPA32 Criterion 18 and 19	GMCA85 AP131

			pedestrian network, Woodley Railway Station and Hyde town centre where possible.		
	JPA33 (picture 11.48)	357	Modify picture 11.48 and policy JPA33 to clarify that picture 11.48 is indicative only *Picture 11.48 New Carrington <u>Indicative</u> Allocation ~~Policy~~ Plan*	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the Indicative Allocation Plan.	AP132 GMCA67
	JPA33 (picture 11.48 and para 11.320)	35 7 and 363	Modify picture 11.48 to label the area identified as 'Local Plan' to 'mixed residential and employment use'. Also to add the 'character areas' to the plan. 	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance.	AP132 GMCA67

			 Modify the reasoned justification to Policy JPA33 at paragraph 11.320 as follows: 11.320 The New Carrington allocation will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure. New development will create a distinct, attractive place which capitalises on the industrial history and prominent landscape features on the site. <u>As set out on the Indicative Allocation Plan (Picture 11.48) the allocation includes areas identified for residential use, employment use and mixed residential and employment use. This is alongside areas of retained Green Belt, Strategic Green Spaces and strategic transport improvements.</u>		
	JPA33 (new line above criterion 1)	357	Modify by inserting new text above criterion 1 of Policy JPA33 as follows: <u>Subject to all relevant policies in this Plan, </u>~~D~~<u>d</u>evelopment of this site will be required to:	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance.	AP133 GMCA67

	JPA33 (criterion 1 and para 11.321)	357 and 363	Modify criterion 1 of Policy JPA33, as follows: 1. Be in accordance with a Mmasterplan or ~~Supplementary Planning Document (SPD)~~ that has been developed in consultation with the local community and other stakeholders, and approved by the Local Planning Authority. The Masterplan must include a phasing and delivery strategy, as required by policy JP-D1 and take account of the anticipated Hynet North West Hydrogen pipeline (as relevant). This will be prepared in partnership with key stakeholders to ensure the whole allocation site is planned and delivered in a coordinated and comprehensive manner; with proportionate contributions to fund necessary infrastructure; Modify the reasoned justification to Policy JPA33 at paragraph 11.321 as follows: The successful development of the site will require a coordinated approach between all landowners and developers. Trafford Council is therefore committed to working with stakeholders to bring forward a detailed Masterplan ~~/ SPD~~ which provides a framework for the sustainable delivery of a new community at Carrington, Partington and Sale West. The delivery strategy must ensure that a mechanism is put in place to secure proportionate contributions from all developers within the New Carrington allocation and deliver the wide-ranging infrastructure required. All development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Add a new paragraph under paragraph 11.321 as follows: Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive character	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the preparation and content of the masterplan, including a phasing and delivery strategy. Consequential changes to the reasoned justification.	AP133 GMCA67

			areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas. Delete paragraph 11.322 of the reasoned justification of Policy JPA33 as follows: ~~A high level Masterplan has been prepared for the New Carrington site which has assessed the existing site constraints and determined the overall residential and employment development quantum, as well as identifying green infrastructure areas and opportunities. The Masterplan identifies four distinct residential character areas across the allocation: Carrington Village, Sale West, Partington East and Warburton Lane.~~		
	JPA33 (new criterion and para after 11.322)	357 and 363	New criterion under criterion 1 added to Policy JPA33 as follows: Have regard to the relevant Health and Safety Executive's consultation zones and Land Use Planning advice; Modify by inserting a new paragraph to the reasoned justification to Policy JPA33 after paragraph 11.322: In determining any planning application up to date advice from the Health and Safety Executive (HSE) will be needed to understand the full extent of the HSE consultation zone constraints in relation to existing uses and the Hynet North West Hydrogen pipeline.	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the Health and Safety Executive's consultation zones	AP133 GMCA67
	JPA33 (criterion 2 and para 11.322)	357 and 363	Modify criterion 2 of Policy JPA33, as follows: 2. Deliver around 5,000 units, ~~of which 4,300 will be delivered in the plan period~~ at Carrington / Partington and Sale West; ~~, in~~	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in	AP133 GMCA67

			~~the following distinct character areas, as set out on the Allocation Policy Plan:~~ ~~• Carrington Village – approximately 600 units~~ ~~• Sale West – approximately 1,450 units~~ ~~• East Partington – approximately 2,600 units~~ ~~• Warburton Lane – approximately 420 units~~ Modify by inserting a new paragraph to the reasoned justification to Policy JPA33 after paragraph 11.323 as follows: Picture 11.48 identifies four distinct residential character areas across the allocation: Central Carrington, Partington East, Sale West and Warburton Lane. The approximate number of units expected in each character area is set out below. These are not policy requirements but they reflect the average density which is considered to be appropriate in each area (Criterion 6): • Central Carrington – approx. 600 units • Partington East – approx. 2,600 units • Sale West – approx. 1,450 units • Warburton Lane – approx. 400 units	relation to the total number of homes at New Carrington. Deleted reference to the indicative requirements for each 'character area'. Information added to the reasoned justification and made clear that they are not policy requirements	
	JPA33 (criterion 3)	358	Delete criterion 3 of Policy JPA33 as follows: ~~3. Deliver high quality residential units which are accessible, integrated with the existing community and well designed to create a genuine sense of place;~~	To clarify, this is adequately covered by thematic policy JP-H3	AP133 GMCA67
	JPA33 (criterion 4 and para 11.324)	358 and 363	Delete criterion 4 of Policy JPA33 as follows: ~~4. Demonstrate how the constraints on land to the west of Warburton Lane can be addressed. Planning applications will need to demonstrate how the site will:~~ ~~i. Integrate into and reflect the character of the historic landscape; avoiding areas of the highest heritage significance;~~	To clarify and avoid duplication with other JPA33 policy requirements and policies in the Plan.	AP133 GMCA67

			~~ii. Integrate successfully into Partington and the wider New Carrington allocation, both in terms of physical linkages and the ability to understand the wider area as a distinct place.~~ ~~Development proposals which do not address these constraints will not be accepted;~~ Delete para 11.324 of the reasoned justification of Policy JPA33 as follows: ~~**11.324** Some areas of the site have particularly high sensitivity and will require additional work to be undertaken in advance of any planning application to ensure that any impacts can be suitably addressed. The land to the west of Warburton Lane was previously designated as safeguarded land in the Trafford Core Strategy and is a particularly sensitive parcel. The New Carrington Historic Environment Assessment 2020 identified that the area has potentially significant heritage value and it is therefore necessary to take a cautious approach to the development potential of this area in advance of the necessary investigative works being undertaken. The site is also located on the periphery of the Carrington allocation and any future planning application will therefore need to demonstrate how the site can be integrated with Partington to the north and the wider New Carrington development area. Such measures will need to include pedestrian / cycle crossings over the Red Brook linking to Oak Road, providing well lit, safe access to Partington. The high-level phasing of the New Carrington site has taken a cautious approach and development of this parcel is not expected to come forward within the Places for Everyone plan period, recognising the significant issues which development in this area will need to overcome.~~		

	JPA33 (criterion 5)	358	Delete criterion 5 of Policy JPA33 as follows: ~~5. Deliver a range of house types, sizes, layouts and tenures through a place-led approach based on each of the Character Areas in the New Carrington Masterplan / SPD and the Trafford Local Plan;~~	To clarify, this is adequately covered by thematic policy JP-H3	AP133 GMCA67
	JPA33 (criterion 6 and para 11.325)	358 and 364	Modify criterion 6 of Policy JPA33, as follows: 6. Deliver residential development at the following average densities, recognising the distinct characteristics of each area (as set out on the Indicative Allocation Plan (~~Picture~~ Map 11.48): • Central Carrington Village – average 35 dph • Sale West – average 40 dph • ~~East~~ Partington East – average 35 dph, increasing to an average of 40 dph in areas close to the existing Partington urban area. Higher density development at an average of 55 dph will be appropriate close to the local centre; • Warburton Lane – average 25 dph	Consequential change as a result of the change in AP132 to the Indicative Allocation Plan. Reference added to Picture 11.48 for clarity.	AP133 GMCA67
	JPA33 (criterion 7 and para 11.326)	358 and 364	Modify criterion 7 of Policy JPA33, as follows: 7. Make provision for affordable housing in accordance with Trafford Council's affordable housing requirements; ~~Provide a minimum of 15% affordable housing across the New Carrington allocation. In determining appropriate affordable housing provision regard should be had to the distinct Character Areas within the New Carrington site which each reflect different housing markets. The New Carrington Masterplan / SPD and the Trafford Local Plan will provide additional guidance on appropriate affordable housing contributions for each of the Character Areas~~ Modify paragraph 11.326 of Policy JPA33, as follows:	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance with regard to the provision of affordable housing.	AP133 GMCA67

			11.326 Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. The allocation will deliver affordable housing in accordance with the relevant Trafford Local Plan requirements. The current Local Plan affordable housing policy applies a variable rate to different market areas, this ranges from 5% to 45% within the New Carrington site. The PfE Viability Assessment identified that 15% affordable housing could be delivered across the site, however to achieve this, some areas are anticipated to deliver a greater affordable housing contribution to ensure at least 15% is delivered overall. Planning applications will therefore be required to use the current Local Plan policy as the starting point and provide a site specific Viability Assessment. Any revision to the Trafford affordable housing requirement made as part of any Trafford Local Plan review would become the new starting point for the affordable housing contributions. ~~A minimum of 15% affordable housing contribution is required across the whole allocation, however, regard will be given to the distinct Character Areas identified within the New Carrington allocation: Carrington Village, East Partington, Sale West and Warburton Lane in determining an appropriate contribution. Further guidance will also be provided in the Carrington Masterplan / SPD and the Trafford Local Plan.~~		
	JPA33 (criterion 8)	358	Modify criterion 8 of Policy JPA33, as follows: 8. Make appropriate ~~specific~~ provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;	To clarify that the Councils self build register does not set specific requirements for the provision of self-build plots	AP133 GMCA67

	JPA33 (criterion 9 and para 11.327)	359 and 364	Modify criterion 9 of Policy JPA33, as follows: Deliver around 350,000 sqm (gross) of employment opportunities for B2 / B8 uses; ~~industry and warehousing as set out on the Allocation Policy Plan~~ Modify para 11.327 of the reasoned justification of Policy JPA33 as follows: 11.327 Employment development for B2 / B8 uses will be located in the north western area of New Carrington, largely on existing brownfield land. This is the most appropriate use in this area considering the existing ~~Control of Major Accidents Hazards (COMAH)~~ HSE consultation zone constraints. The employment land will make an important contribution to Greater Manchester's overall employment land needs and provide a strategic employment location in the south of Greater Manchester. Careful consideration should be given to the design of the employment development to ensure that it is well connected and integrated with the surrounding residential development.	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the employment land. Consequential changes to the reasoned justification.	AP133 GMCA67
	JPA33 (criterion 10-11 and para 11.328)	359 and 364	Delete criteria 10 and 11 of Policy JPA33 as follows: ~~10. Create legible streets and spaces within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and local / neighbourhood centres;~~ ~~11. Create employment and training opportunities for local people in particular through the construction phase, to be set out in a Local Labour Agreement in accordance with Local Plan policies;~~ Delete para 11.328 of the reasoned justification of Policy JPA33 as follows:	Policies are adequately covered by JP-J1. Consequential change to the reasoned justification as a result of the criterion being deleted.	AP133 GMCA67

			~~11.328 The site is close to deprived communities in Partington, Carrington and Sale West and it will also be accessible by bus and tram to other deprived areas in Trafford. Therefore targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure local people, particularly from these more deprived communities, benefit from training and new jobs as a result of the development.~~		
	JPA33 (criterion 12-13 and para 11.329-11.330)	359 and 365	Delete criteria 12 and 13 of Policy JPA33 as follows: ~~12. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;~~ ~~13. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;~~ ~~Delivery and phasing~~ ~~11.329 Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive character areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan / SPD. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.~~ ~~11.330 All development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the Masterplan / SPD together with information on trigger points for~~	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance. These criteria are now covered by the modified criterion 1 with a consequential change to the reasoned justification.	AP133 GMCA67

			~~when infrastructure including road improvements, new schools and link roads will be required linked to the development trajectory.~~		
	JPA33 (criterion 14 and para 11.331)	359 and 365	Modify criterion 14 of Policy JPA33 as follows: ~~14. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7; Modify the reasoned justification to Policy JPA33 at paragraph 11.331, as follows: A significantly improved active travel and public transport network is central to the success of the New Carrington allocation. Development will be designed to support walking and cycling, encouraging sustainable short journeys and promoting healthier lifestyles. Development will also need to be connected to existing communities and, where required, overcome any physical barriers to ensure it is integrated. The development should have regard to the Greater Manchester Transport Strategy 2040 refresh, providing improved links to the city centre, enhancing sustainable travel links to/from New Carrington and Flixton Station, as well as contributing to east-west links to Altrincham and Salford through the use of the Cadishead viaduct ~~disused rail route~~. This route will form part of the wider ~~deliver the~~ Carrington Greenway scheme providing an important sustainable transport ~~active travel~~ link to Irlam Station, and improved east/west connections through the New Carrington site and linking to surrounding communities. ~~as well as a potential future public transport corridor.~~	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D. Consequential changes to the reasoned justification.	AP133 GMCA67

	JPA33 (criterion 15)	359	Modify criterion 15 of Policy JPA33, as follows: Deliver a network of safe cycling and walking routes through the allocation and linking to surrounding areas, including utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways;	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation cycling and walking routes.	AP133 GMCA67
	JPA33 (criterion 16)	359	Modify criterion 16 of Policy JPA33, as follows: 16. Deliver connected neighbourhoods which successfully link with existing communities at Carrington, Partington and Sale West, overcoming barriers such as the Red Brook and the disused railway line between Timperley and Irlam, to successfully integrate development;	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance.	AP133 GMCA67
	JPA33 (criterion 17)	359	Modify criterion 17 of Policy JPA33, as follows: 17. Provide an east / west ~~Utilise the route of the disused railway line through the site as a~~ strategic sustainable transport corridor across the site from the Manchester Ship Canal to Sale to link with ~~providing links from New Carrington to~~ the wider ~~area as part of the~~ Carrington Greenway scheme ~~which includes reinstatement of the Cadishead viaduct for pedestrians and cyclists, as well as contributing to future improved east/west public transport linkages~~;	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the Carrington Greenway.	AP133 GMCA67
	JPA33 (criterion 18)	359	Modify criterion 18 of Policy JPA33, as follows: 18. Contribute to new / enhanced bus services and ~~D~~deliver bus priority infrastructure within the site and, where appropriate, on bus routes linking to the site;	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the provision of bus services and infrastructure.	AP133 GMCA67
	JPA33 (criterion 19)	359	Modify criterion 19 of Policy JPA33, as follows: 19. Facilitate delivery of ~~Deliver and directly contribute to~~ the Carrington Relief Road to provide an alternative route to the	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in	AP133 GMCA67

			A6144 ~~and a strategic link through Carrington~~, incorporating provision for pedestrians, cyclists and bus priority measures. ~~Other highway links to access development parcels will also be required, including:~~ ~~i. Southern link – connecting the A6144 Warburton Lane and the A6144 Manchester Road (via either Moss Lane or Broadway), crossing the Red Brook and providing a local route around the Partington urban area~~ ~~ii. Eastern link – connecting development parcels in the East Partington area to Isherwood Road, crossing the rail line and linking through the employment parcels~~ ~~iii. Sale West link – from the Carrington Relief Road and extending south through the Sale West development parcel and linking to Firs Way.~~	relation to the Carrington Relief Road. Ensuring the policy is consistent with Policy JP-C7 and the new Appendix D.	
	JPA33 (criterion 20)	360	Delete criterion 20 of Policy JPA33 as follows: ~~20. Make the necessary improvements to the Strategic, Primary and Local Road Networks including the following key new / upgraded junctions to enable the proposed level of development and mitigate the impact of increased vehicle numbers:~~ ~~i. Carrington Spur widening on the approach to M60, J8 (approx. 500m)~~ ~~ii. Carrington Relief Road widening between Isherwood Road and the Carrington Spur~~ ~~iii. Upgrades to the Flixton Road junction~~ ~~iv. Upgrades to the Carrington Relief Road / Banky Lane / Carrington Spur junction~~ ~~v. Upgrade Isherwood Road~~	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D – covered by the amended Criterion 14.	AP133 GMCA67
	JPA33 (criterion 21 and para 11.336)	360 and 366	Modify criterion 21 of Policy JPA33, as follows: 21. ~~Provide~~ Create a ~~new~~ local centre comprising a range of small shops ~~with convenience shopping facilities~~ and services	To clarify, ensuring that the policy is effective and provides clear and	AP133 GMCA67

			~~providing up to in the region of 2,500 sqm of retail floorspace,~~ within the ~~East~~ Partington East development area at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area Modify para 11.336 of the reasoned justification of Policy JPA33 as follows: 11.336 A new local centre, located in the ~~east~~ Partington East character area, will be a hub for community infrastructure and will service the needs of the new community. Smaller neighbourhood centres will also provide local community hubs in the ~~at~~ Sale West and Central Carrington ~~Village~~ character areas. The large number of new residents will also help to support existing shops and services in the surrounding area, such as the Partington Local Centre.	unambiguous guidance in relation to the local centre requirements and to ensure consistency with the indicative allocation plan in relation to the Character Areas. Consequential changes to the reasoned justification	
	JPA33 (criterion 22)	360	Modify criterion 22 of Policy JPA33, as follows: Provide a ~~new~~ Neighbourhood Centre~~s at~~ in the Central Carrington ~~Village~~ and Sale West character areas to provide local services and community facilities to meet local needs	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the Neighbourhood Centre requirement. Consequential change to reflect the updated Character Areas on Picture 11.48.	AP133 GMCA67
	JPA33 (criterion 23 and para 11.337)	360 and 366	Modify criterion 23 of Policy JPA33, as follows: 23. Make appropriate contributions ~~Provide and contribute~~ to the provision of additional primary and secondary school places. ~~Extensions will be required to primary and secondary schools in Partington and Sale West;~~	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the education contributions with a	AP133 GMCA67

			Modify para 11.337 of the reasoned justification of Policy JPA33 as follows: 11.337 The site will be an attractive location for families and this will generate an additional demand for school places. The development will need to provide new facilities for primary and secondary education. Development will also be required to provide new and improved health facilities to support the new community, as required by Policy JP-P6.	consequential change to the reasoned justification	
	JPA33 (criterion 24)	360	Delete criterion 24 of Policy JPA33, as follows: ~~24. Provide and contribute to new health facilities to support the new community;~~	To clarify, the policy is adequately addressed by JP-P6.	AP133 GMCA67
	JPA33 (criterion 25)	360	Modify criterion 25 of Policy JPA33, as follows: 25. Provide a significant green corridor through the site which remains in the Green Belt and provides an area of protected, high quality, publicly accessible green infrastructure;	To clarify, ensuring consistency across the Plan.	AP133 GMCA67
	JPA33 (criterion 26 and new para after 11.338)	360 and 366	Modify criterion 26 of Policy JPA33, as follows: 26. Where necessary, strengthen ~~Create defensible~~ Green Belt boundaries to ensure they are defensible, using existing landscape features where appropriate; ~~utilising, where appropriate, existing landscape features;~~ Modify by inserting a new paragraph to the reasoned justification to Policy JPA33 under paragraph 11.338: The new Green Belt boundary is defined by existing features such as hedgerows, roads and field boundaries, although in some locations there is a need to strengthen the boundary as part of the development. This includes the southern boundary of the employment land, which is not currently identifiable, as well as the boundary to the east of the Manchester United Football Club training facilities. The new Green Belt boundary to the east of the Altrincham Waste Water Treatment Works also needs to be strengthened.	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the strengthening of Green Belt boundaries. Additional explanation in the reasoned justification setting out where such measures will be required.	AP133 GMCA67

	JPA33 (criterion 27)	360	Modify criterion 27 of Policy JPA33, as follows: 27. Make provision for compensatory improvements to ~~Mitigate any impact and improve~~ the environmental quality and accessibility of remaining Green Belt ~~land~~ within and/or in the vicinity of the site in accordance with policy JP-G2;	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.	AP133 GMCA67
	JPA33 (criterion 28)	360	Modify criterion 28 of Policy JPA33, as follows: 28. Provide significant areas of open and publicly accessible green space throughout the allocation as part of the wider strategic green infrastructure network. Creating ~~These will provide~~ important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site;	To clarify, ensuring consistency across the Plan	AP133 GMCA67
	JPA33 (criterion 29)	361	Delete criterion 29 of Policy JPA33, as follows: 29. ~~Retain, create and enhance wildlife corridors and steppingstone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure~~	Criterion now covered by amended Criterion 33.	AP133 GMCA67
	JPA33 (criterion 30)	361	Modify criterion 30 of Policy JPA33, as follows: Provide a range of types and sizes of open space ~~within the allocation boundary~~ in accordance with local planning policy requirements ~~the Council's open space and outdoor sports policies~~, including local open space; natural and semi-natural greenspace; equipped and informal play and youth provision; outdoor sports facilities and allotments, ensuring arrangements for their long-term maintenance;	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance.	AP133 GMCA67
	JPA33 (criterion 31 and para 11.399)	361 and 366	Modify criterion 31 of Policy JPA33, as follows: 31. ~~Protect the~~ Provide strategic green spaces ~~at Sale West identified~~ broadly in the locations identified on the Indicative Allocation ~~Policy~~ Plan (Picture 11.48) ~~and promote their use as~~	Consequential change to reflect updates to Picture 11.48 and to provide clarity. Consequential	AP133 GMCA67

			~~an accessible green infrastructure area~~. These areas <u>will be</u> protected from development ~~and proposals will need to demonstrate how they~~ <u>and</u> will deliver improved green infrastructure and access ~~(~~including new~~/~~ <u>or</u> improved public rights of way)<u>,</u> ~~to these parcels~~ to mitigate the impact<u>s</u> of development Modify para 11.339 of the reasoned justification of Policy JPA33 as follows: 11.339 The New Carrington site has been identified as a Green Infrastructure Opportunity Area and has the potential to deliver significant improvements to the green infrastructure network. The development will enhance existing green infrastructure characteristics across the site and other open spaces. Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will contribute to the green setting of the Sale West extension as well as improved access and green infrastructure enhancement to the <u>strategic</u> green spaces identified at Sale West which are protected from development. Improved access within and through these parcels will be a priority and should include enhancement of the Trans Pennine Trail. Where green spaces remain in the allocation area that is to be removed from the Green Belt, the highest level of protection will be applied in accordance with the Trafford Local Plan.	change to the reasoned justification.	
	JPA33 (criterion 32 and para 11.340)	361 and 366	Modify criterion 32 of Policy JPA33, as follows: 32. Protect and enhance natural environment assets within the site <u>in accordance with policy JP-G2 and JP-G9,</u> ~~and the surrounding area,~~ including Brookheys Covert Site of Special Scientific Interest (SSSI), <u>eight</u> local Sites of Biological Importance (SBIs), ~~and~~ local nature conservation sites and	To clarify, ensuring that the policy is effective and provides clear and unambiguous and is consistent with policies JP-G2 and JP-G9 .	AP133 GMCA67

			features including woodland and hedgerows ~~both~~ within ~~and adjacent to~~ the allocation; Modify para 11.340 of the reasoned justification of Policy JPA33 as follows: 11.340 The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the eight SBIs within the site boundary and the habitats and green corridors along Sinderland Brook and Red Brook.		
	JPA33 (new criterion after criterion 32 and para 11.341)	361 and 367	New criterion under criterion 32 added to Policy JPA33 as follows: Minimise the loss of the carbon storage function of peat and any adverse impacts on the hydrology of undeveloped areas of the allocation, which could facilitate the restoration of peat Modify para 11.341 of the reasoned justification of Policy JPA33 as follows: 11.341 Parts of the allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area potentially ~~particularly~~ suitable for peat restoration or ~~to important~~ wetland habitats. Much of the area which may be ~~is~~ suitable for peatland restoration or wetland habitats ~~restoration~~ is within the identified Green Belt gap and it will therefore be protected from development. Other ~~other~~ locations within the proposed development area ~~across the site~~ will require ground investigations to establish the depth and quality of peat and to consider the potential for restoration, alongside development ~~also be considered in relation to their wetlands potential~~. Regard should also be had to the hydrology of development	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to peat. Consequential modifications made to the reasoned justification.	AP133 GMCA67

			parcels and surrounding areas in assessing the impact on peat.		
	JPA33 (criterion 33)	361 and 367	Modify criterion 33 of Policy JPA33, as follows: 33. Achieve enhanced delivery of ecosystem services through the restoration and creation of wildlife corridors, steppingstone habitats and areas of wetland within the site, commensurate with the identified high potential of the area in this regard and the role of the allocation site in the context of the Local Nature Recovery Network for Greater Manchester and, in accordance with policy JP-G2. These areas will seek to deliver the objectives of the Great Manchester Wetlands Nature Improvement Area; Modify by inserting a new paragraph to the reasoned justification to Policy JPA33 after paragraph 11.341 as follows: The Carrington area is included in the locally determined Great Manchester Wetlands Nature Improvement Area whose objectives seek to deliver a living landscape between Greater Manchester and Merseyside through identified wildlife corridors and through the complementary creation of, or restoration of, wetland habitat. ~~and has been identified as~~ New Carrington has the potential~~ly~~ to be an important part of ~~a~~ developing this Wetlands Ecological Network through the creation and restoration of wetland habitats and their designation in the Local Plan, where appropriate. In addition, the conservation of organic soils will help to reduce carbon emissions.	To clarify the JPA33 policy requirements and to include reference to the Great Manchester NIA. Consequential changes made to the reasoned justification.	AP133 GMCA67
	JPA33 (criterion 35)	361	Modify criterion 35 of Policy JPA33, as follows: 35. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality ~~and seek to~~	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance. The North West River	AP133 GMCA67

			~~achieve 'good' status as required under the North West River Basin Management Plan (2019);~~	Basin Management Plan is not a statutory plan.	
	JPA33 (criterion 36 and para 11.342)	361 and 367	Delete criterion 36 of Policy JPA33 and paragraph , as follows: ~~36. Provide a project specific Habitats Regulation Assessment for planning applications of over 50 residential units or 1,000 sqm employment floorspace;~~ Delete para 11.342 of the reasoned justification of Policy JPA33 as follows: ~~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.~~	To clarify that as part of the updated HRA, it is considered that this requirement and associated justification is no longer necessary in JPA33 as the matter is appropriately addressed through modifications to JP-G9 (see PfE response to IN9, Q9.10).	AP133 GMCA67
	JPA33 (criterion 38 and para 11.343)	361 and 367	Modify criterion 38 of Policy JPA33, as follows: 38. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Mossland and Lowland Farmland landscape character type in accordance with Policy JP-G1, ~~Conserve and enhance local landscape character, including~~ particularly as regards layout and design that respects the settings of ~~the~~ Dunham Massey estate, Warburton Village and Warburton Deer Park; Modify para 11.343 of the reasoned justification of Policy JPA33 as follows: 11.343 Much of the Carrington / Partington area is currently undeveloped and open, development proposals will therefore be required to consider the landscape setting of the site and	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the Landscape Character type. Consequential changes made to the reasoned justification.	AP133 GMCA67

			enhance the transition from the urban edge to the open countryside. Development should have~~ing~~ regard to views/vistas into and out of the site, as well as sensitive receptors through the retention of existing natural features important to the Mossland and Lowland Farmland landscape character type of the area in particular hedgerows, ditches, rides and small pockets of woodland and the introduction of additional tree planting and vegetation to soften new development. Areas of the site, such as Warburton Deer Park, Warburton Village Conservation Area and Carrington Moss, have particularly high landscape sensitivity as regards views south to Warrington and Cheshire and therefore development proposals in these areas will need to have regard to these sensitivities and demonstrate how any landscape impact can be appropriately mitigated.		
	JPA33 (criterion 39)	361	Modify criterion 39 of Policy JPA33, as follows: Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the southern boundary of the Warburton Lane development parcels to mitigate the impact on the rural landscape to the south of the allocation ~~area~~	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	AP133 GMCA67
	JPA33 (criterion 40 and para 11.344 and 11.3455)	362 and 367	Modify criterion 40 of Policy JPA33, as follows: Ensure new development is place-led, ~~creative and contextual in its response,~~ respecting the local character, heritage and positive local design features of the area; Modify para 11.344 and 11.345 of the reasoned justification of Policy JPA33 as follows: 11.344 The New Carrington development will need to set a new high quality design standard for this area and development should draw upon the guidance in ~~the Council's adopted~~ relevant Design Guides / Codes. Specific parameters	To clarify and to recognise the importance of heritage assets and ensure the policy is consistent with Policy JP-P2 and Policy JP-P7	AP133 GMCA67

			for the development of the site will be set out in the Masterplan ~~/ SPD~~. 11.345 The development will reduce the isolation of existing communities at Carrington, Partington and Sale West, and to fully achieve this, it will be essential for development to be carefully integrated with the existing communities. Issues such as design and linkages <u>to existing communities and</u> through the site should be carefully considered.		
	JPA33 (criterion 41)	362 and 365	Delete criterion 41 of Policy JPA33, as follows: ~~41. Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage;~~	Policy is adequately addressed by other policies.	AP133 GMCA67
	JPA33 (criteria 43 and para 11.346 and 11.347)	362, 367 and 368	Modify criterion 43 of Policy JPA33 and replacement with the following text, as follows: 43. Conserve <u>or</u> ~~and~~ enhance the historic environment ~~in line with~~ <u>having regard to</u> the findings and recommendations of the Historic Environment Assessment (2020) ~~in the Plan's evidence base and any updated HIA submitted as part of the planning application process~~ <u>and take account of heritage assets on or around the site, and their settings, including the Warburton Deer Park, listed buildings and areas of high archaeological potential in the south west of the site in accordance with policy JP – P2.</u> Modify para 11.346 of the reasoned justification of Policy JPA33 as follows: The New Carrington Historic Environment Assessment considered the characterisation of the site in respect of the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to heritage assets and to ensure the policy is consistent with Policy JP-P2. Consequential changes to the Reasoned Justification	AP133 GMCA67

			development to affect designated and non-designated heritage assets and this has been taken into account in considering an appropriate development quantum for the site. The Assessment makes recommendations for mitigation and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications. The area of highest archaeological potential is land to the south of Partington and to the west of Warburton Lane, which has been identified as a potentially significant medieval deer park. ~~Other areas of the Carrington site which are of potentially high value include areas of peat where assessments to establish the depth and condition of any remaining peat will be required.~~ For the areas of highest archaeological value, work will need to be undertaken in advance of any planning application to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets. Delete para 11.347 of the reasoned justification of Policy JPA33 as follows: ~~The Historic Environment Assessment also identified the designated and non-designated built heritage assets, their settings and important views that enhance the historic character and identity of the area. The Assessment makes recommendations for mitigation and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications.~~		
	JPA33 (criterion 44)	362	Delete Criterion 44 of Policy JPA33 as follows:	To clarify, ensuring that the policy is effective and	

			~~44. Positively conserve archaeological features and, where appropriate, carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the New Carrington Historic Environment Assessment 2020 to establish where especially significant archaeology should be preserved in situ;~~	provides clear and unambiguous guidance in relation to heritage assets.	
	JPA33 (criteria 45, 46, 47 and 48)	362	Deletion of criteria 45, 46, 47, and 48 of Policy JPA33, as follows: 45. ~~Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;~~ ~~46. Explore and deliver the most appropriate solutions to providing decentralised, low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers;~~ ~~47. Ensure new development maximises on-site renewable energy measures in line with the energy hierarchy, for example via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;~~ ~~48. Make provision for necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant Places for Everyone or Local Plan policies;~~	To clarify, ensuring that the policy is consistent with policies JP-S2 and JP-S3.	AP133 GMCA67

	JPA33 (criterion 49, paras 11.348 and 11.349)	362 and 368	Modify criterion 49 of Policy JPA33 as follows: 49. Mitigate flood risk and surface water management issues, both within and beyond the site, ~~including provision of SUDS~~ through the design and layout of development and in accordance with an allocation wide ~~a~~ flood risk, foul and surface water management strategy, which will form part of the Masterplan/delivery strategy (Criterion 1); ~~The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD;~~ Modify paras 11.348 and 11.349 of the reasoned justification of Policy JPA33 as follows: 11.348 A high-quality coordinated drainage strategy will be required for New Carrington which is integrated with the green and blue environment and which is a key component of the new high quality design standard for the area – this is required as part of the overall Delivery Strategy (Criterion 1). Landowners / developers will be expected to work together in the interest of sustainable drainage ~~and if pumping stations are identified as necessary, the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases~~. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development. 11.349 Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the requirement for a flood risk, foul and surface water management strategy. Consequential changes to the reasoned justification	AP133 GMCA67

			management. ~~The brook currently has a rating of 'moderate' under the EU Water Framework Directive, and the development should seek opportunities to improve this to 'good'.~~		
	JPA33 (criteria 50 and 51)	362 and 363	Deletion of criteria 50 and 51 of Policy JPA33, as follows: ~~50. Incorporate on-site measures to deal with surface water and control the rate of surface water runoff. Planning applications will be expected to apply the full surface water hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution;~~ ~~51. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;~~	To clarify, this is adequately covered by thematic policy JP-S5	AP133 GMCA67
	JPA33 (criterion 53)		Modify criterion 53 of Policy JPA33 as follows: Incorporate appropriate noise and air quality mitigation particularly along major transport corridors~~, including HS2,~~ and in relation to existing and new businesses, facilities and employment uses, including existing operational wastewater treatment works;	To clarify, the HS2 Golborne Link is no longer part of the HS2 Phase 2B Hybrid Bill and it is therefore not necessary to reference it in Policy JPA33.	AP133 GMCA67
	JPA33 (new criterion after criterion 54 and new para after 11.351)	364	Modify by inserting new text below criterion 54 of Policy JPA33 as follows: <u>Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).</u> Insert new paragraphs under paragraph 11.351 of the reasoned justification of Policy JPA33 as follows:	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to Mineral Safeguarding Areas.	AP133 GMCA67

			The allocation is identified as containing a Mineral Safeguarding Area for sand and gravel (26.5%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.		
	JPA34 (criterion 1)	370	Modify criterion 1 of Policy JPA34, as follows: "Be in accordance with a comprehensive masterplan that is agreed ~~with~~ by the council. ~~and is effectively informed by detailed site investigations and other constraints~~ This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP135
	JPA34 (new criterion)	370	Modify Policy JPA34 by adding a new criterion, as follows: "Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;"	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D	GMCA 86 AP135
	JPA34 (criterion 4)	370	Modify Policy JPA34 by deleting criterion 4, as follows: "~~Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, and from bus services in those areas, including on the A49 through the provision of a safe pedestrian crossing;~~ "	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D	GMCA 86 AP135
	JPA34 (criterion 5)	371	Modify criterion 5 of Policy JPA34, as follows: "Incorporate high quality landscaping within the site and along sensitive site boundaries to minimise its visual impact on the wider area, including the A49 road frontage, the remaining Green Belt to the north, and around each building within the site, in accordance with Policy JP-G2;"	To clarify, ensuring the policy is consistent with Policy JP-G2	GMCA 86 AP135

	JPA34 (new criterion)	371	Modify Policy JPA34 by adding a new criterion, as follows: "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site, in accordance with Policy JP-G2;	To clarify, ensuring the policy is consistent with Policy JP-G2	GMCA 86 AP135
	JPA34 (criterion 7)	371	Modify criterion 7 of Policy JPA34, as follows: "Ensure that the site layout will not preclude the provision of a future ~~Provide an internal~~ road connection with Wheatlea Industrial Estate;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP135
	JPA34 (criterion 8)	371	Modify Policy JPA34 by deleting criterion 8, as follows: "~~Provide easements for the significant utilities infrastructure running through the site;~~"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP135
	JPA34 (criterion 9)	371	Modify criterion 9 of Policy JPA34, as follows: "Safeguard land within the allocation Allow for the provision of an all-ways junction at M6 Junction 25 ~~and the ability for more direct access from the motorway once provided, subject to agreement by Highways England.~~; and"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP135
	JPA34 (paragraphs 11.356, 11.357 & 11.358)	371-372	Modify the reasoned justification at paragraphs 11.356, 11.357 and 11.358 of Policy JPA34: as follows: 11.356 "Land to the south of the Winstanley residential area has been retained within the Green Belt and will provide a robust green infrastructure corridor. In addition to safeguarding residential amenity, this green corridor will open up the site for wider public access, including suitable diversions to public rights of way as necessary, with good links to the footbridge over the M6 motorway. It will also provide enhanced walking and cycling opportunities for local residents to the Wigan Flashes to the east, which are a major environmental and recreation resource in the borough. As part of the delivery of necessary new and improved road infrastructure, as set out in Appendix D, a~~A~~ safe crossing of the A49 Warrington R~~r~~oad will need to be provided."	To clarify, ensuring that the policy and reasoned justification are consistent, effective and provide clear and unambiguous guidance	GMCA 86 AP135

			11.357 "In accordance with Policy JP-C7, ~~i~~It is important that provision is made for this employment site to be safely and conveniently accessed from nearby residential areas by walking, cycling and bus services, to enable local people to take advantage of the job opportunities that it will provide and to reduce car dependency in the area." 11.358 "In order to make the site attractive to potential occupiers and to minimise any adverse visual impacts, high quality landscaping is required within the site and along sensitive site boundaries, including the A49 road frontage and the remaining Green Belt to the north. ~~The development must also provide easements for the significant utilities infrastructure that runs through the site.~~"		
	JPA34	371-372	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA35 (criterion 1)	373	Modify criterion 1 of Policy JPA35, as follows: "Be in accordance with a comprehensive masterplan that is agreed by the Council., ~~and is effectively informed by detailed site investigations, an archaeological assessment, the presence of priority habitats and other constraints~~ This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP136
	JPA35 (criterion 2)	373	Modify criterion 2 of Policy JPA35, as follows: "Deliver around 1,100 new homes, including affordable housing in accordance with local policy requirements, with higher	To clarify, ensuring that the policy is effective and provides clear and	GMCA 86 AP136

			densities close to existing and new bus stops on the Leigh-Salford-Manchester (LSM) Guided Busway, as applicable;"	unambiguous guidance with regard to the provision of affordable housing	
	JPA35 (criterion 3)	373	Modify criterion 3 of Policy JPA35, as follows: "Make provision for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7. This includes ~~Provide~~ an additional stop on the busway ~~and/or new/improved pedestrian and cycle links to existing busway stops~~, and proportionate contributionse ~~proportionally and meaningfully~~ to increased~~ing~~ passenger capacity on the busway at peak times, subject to full detailed busway service analysis being undertaken in conjunction with Transport for Greater Manchester;"	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D.	GMCA 86 AP136
	JPA35 (criterion 4)	373	Modify criterion 4 of Policy JPA35, as follows: "Ensure that good quality road access is provided into the site, including from Mort Lane, Bridgewater Road, City Road and Silk Mill Street~~,~~. Any access arrangements from Silk Mill Street should ensure good quality pedestrian and cycle linkages into the rest of the site ~~with at least two choices of connection into and out of the site for residents to the north of the guided busway and for residents to the south of the guided busway, with exceptions only where a small extension of an existing cul-de-sac is appropriate~~;"	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D.	GMCA 86 AP136
	JPA35 (criteria 5 & 6)	373	Modify by deleting criteria 5 and 6 of Policy JPA35, as follows: Criterion 5 "~~Deliver necessary highway capacity improvements to mitigate the impact of the full development, including at the junction of the A577 Mosley Common Road and the A580 East Lancashire Road, B5232 Bridgewater Road and B5232~~	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D.	GMCA 86 AP136

			~~Newearth Road, and A5082 Armitage Avenue and the A6, as applicable;~~" Criterion 6 "~~Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;~~"		
	JPA35 (criterion 7)	373	Modify criterion 7 of Policy JPA35, as follows: "Provide new community ~~and health~~ facilities on-site~~,~~ ~~potentially~~ in a suitably accessible location close to a future additional stop on the guided busway ~~as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development~~;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP136
	JPA35 (criterion 8)	373	Modify criterion 8 of Policy JPA35, as follows: "Provide new primary education facilities on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School, unless it is determined by the council that it is not needed; and provide a financial contribution to meet the demand generated by secondary school pupils in accordance with Policy JP-P5;"	To clarify, ensuring the policy is consistent with Policy JP-P5	GMCA 86 AP136
	JPA35 (new criterion)	373	Modify Policy JPA35 by adding a new criterion, as follows: "Make provision for biodiversity within the site in accordance with Policy JP-G9, with particular regard to areas of priority habitat, including watercourses, ponds, hedgerows and areas of woodland;"	To clarify, ensuring the policy is consistent with Policy JP-G9	GMCA 86 AP136
	JPA35 (new criterion)	374	Modify Policy JPA35 by adding a new criterion, as follows:	To clarify, ensuring the policy is consistent with Policy JP-G2	GMCA 86 AP136

			"Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and"		
	JPA35 (criterion 11)	374	Modify by deleting criterion 11 of Policy JPA35, as follows: "~~Provide necessary easements for the gas pipeline that crosses the western part of the site;~~"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP136
	JPA35 (paragraphs 11.362, 11.363 & 11.366)	374-375	Modify the reasoned justification at paragraphs 11.362, 11.363 and 11.366 of Policy JPA35 as follows: 11.362 "The site is also well connected to the highway network with direct access to the A577 to the west and a short distance to the A580 to the south, which is the main non-motorway route between Manchester and Liverpool. However, the A577/A580 junction is regularly congested at peak times, therefore the development will be required to contribute significantly towards the delivery of highway capacity improvements at this junction and other junctions as applicable, in accordance with Policy JP-C7. Good quality road access will need to be provided into the site from the local highway network." 11.363 "Walkden railway station is located within 2km of the northeast of the site and a number of bus routes, in addition to the guided services, connect the site to the wider area. Both Walkden Town Centre in Salford and Tyldesley local centre are within 2km of the site and provide a range of retail and community facilities, with additional facilities available locally in Mosley Common and Ellenbrook. Safe and convenient routes for pedestrians and cyclists will need to be provided from the development to enable residents to access these services and facilities. They will benefit the development and complement associated community facilities provided in a suitably	To clarify, ensuring that the policy and reasoned justification are consistent, effective and provide clear and unambiguous guidance	GMCA 86 AP136

			accessible location within ~~on~~ the site, ~~which could be developed as part of a new local centre~~ close to a future additional stop on the guided busway. Alternatively financial contributions could be required, if appropriate, to meet additional demand generated by the development in a location off-site." 11.366 "In order to ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by relevant site investigations, an archaeological assessment, the presence of priority habitats and other constraints and opportunities provided by the site. In accordance with Policy JP-G1, a~~A~~ robust landscaped boundary will need to be provided to the north of the site to limit its impact on the adjacent open countryside in the Green Belt. ~~The development will also be required to provide easements for the gas pipeline that crosses the western part of the site.~~		
	JPA35 (new paragraph)	375	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9
	JPA36 (criterion 1)	376	Modify criterion 1 of Policy JPA36, as follows: "Be in accordance with a comprehensive masterplan that is agreed ~~with~~ by the Council ~~and is effectively informed by an archaeological assessment and other constraints~~. This will	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP136

			include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;"		
	JPA36 (criterion 2)	376	Modify criterion 2 of Policy JPA36, as follows: "Safeguard a north-south corridor towards the west of the site allocation for the potential construction of High Speed 2 Rail;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the safeguarded HS2 route	GMCA 86 AP136
	JPA36 (criterion 3)	376	Modify criterion 3 of Policy JPA36, as follows: "Deliver around 600 homes~~;~~, including affordable housing in accordance with local policy requirements. ~~including a~~Around 75 of these homes should be to the west of the ~~proposed~~ safeguarded HS2 route on land accessed from Rowan Avenue;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance with regard to the provision of affordable housing	GMCA 86 AP136
	JPA36 (criterion 4)	376	Modify criterion 4 of Policy JPA36, as follows: "Deliver around 15,000 sqm of E(g), B2 and/or B8 employment floorspace on land to the west of the ~~proposed~~ safeguarded HS2 route accessed from Newton Road;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the appropriate employment uses and for the safeguarded HS2 route	GMCA 86 AP136
	JPA36 (criterion 5)	377	Modify criterion 5 of Policy JPA36, as follows: "Deliver ~~or contribute effectively to the delivery of~~ a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), including a new bridge over the HS2 rail line ~~as~~ if necessary, that is of a design quality to accommodate bus services~~, safeguarding the route for future construction where applicable~~;"	To clarify, ensuring the policy is consistent with Policy JP-C7 and for the safeguarded HS2 route	GMCA 86 AP136
	JPA36 (criterion 6)	377	Modify criterion 6 of Policy JPA36, as follows:	To clarify, ensuring the policy is consistent with	GMCA 86 AP136

			"~~Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site~~ Make provision for new and improved sustainable transport infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"	Policy JP-C7 and the new Appendix D	
	JPA36 (criterion 7)	377	Modify criterion 7 of Policy JPA36, as follows: "Protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor, in accordance with Policy JP-G2;"	To clarify, ensuring the policy is consistent with Policy JP-G2	GMCA 86 AP136
	JPA36 (new criterion)	377	Modify Policy JPA36 by adding a new criterion, as follows: "Make provision for biodiversity within the site in accordance with Policy JP-G9, with particular regard to areas of priority habitat, including ponds, hedgerows and areas of broad-leaved woodland;"	To clarify, ensuring the policy is consistent with Policy JP-G9	GMCA 86 AP136
	JPA36 (criterion 9)	377	Modify criterion 9 of Policy JPA36, as follows: "Take appropriate account of heritage assets on or around the site, and their settings, including ~~Ensure that the heritage setting of~~ the Grade II Listed Fair House Farmhouse on Pocket Nook Lane, in accordance with Policy JP-P2 ~~is retained or enhanced. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment(s) submitted as part of the planning application process~~."	To clarify, ensuring the policy is consistent with Policy JP-P2	GMCA 86 AP136
	JPA36 (paragraphs 11.369, 11.370 & 11.371)	377-378	Modify the reasoned justification at paragraphs 11.369, 11.370 and 11.371 of Policy JPA36 as follows: 11.369 "There is potential to enhance sustainable travel opportunities by foot, cycle and public transport in the Lowton	To clarify, ensuring that the policy and reasoned justification are consistent, effective and	GMCA 86 AP137

			and Golborne area for employment and other services in Leigh and the city centre, consequently reducing car dependency in this area; and, with possible connections to LSM Guided Busway services. It is also important that safe and convenient pedestrian access is provided to green spaces within and adjacent to the site, in accordance with Policy JP-C7. " 11.370 "A north-south corridor in the west of the allocation has been safeguarded by the Government for the potential delivery of HS2 Phase 2B. This safeguarded zone needs to kept free from development to enable access and for servicing. If delivered, ~~The proposed alignment of HS2 runs parallel to the route of a dismantled railway which runs north-south through the west of the site.~~ HS2 will result in the demolition of existing business units to the north of the site on Enterprise Way which will need to be relocated. ~~A buffer zone of 60 metres either side of the route needs to be kept free from development to enable access and for servicing.~~ " 11.371 "The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. The development will deliver a new road from Atherleigh Way to the east through the site to Newton Road in the west and, if necessary, will need to bridge the ~~proposed~~ HS2 route. The new road will connect into Newton Road on land close to its existing junction with Enterprise Way, and serve both new housing and employment development. The road will enable the development to be properly integrated with the existing communities of Lowton and Golborne, provide local residents with an alternative route to the A580, and enable the delivery of enhanced bus services in the area. ~~serve both new housing and employment development and will be able to accommodate bus services.~~"	provide clear and unambiguous guidance	

	JPA37 (criterion 1)	379	Modify criterion 1 of Policy JPA37, as follows: "Be in accordance with a comprehensive masterplan that is agreed by the Council~~, and is effectively informed by detailed site investigations, an archaeological assessment and other constraints~~. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP138
	JPA37 (criterion 2)	379	Modify criterion 2 of Policy JPA37, as follows: "Deliver around 500 new homes, including affordable housing in accordance with local policy requirements;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance with regard to the provision of affordable housing	GMCA 86 AP138
	JPA37 (criterion 3)	379	Modify criterion 3 of Policy JPA37, as follows: "Deliver around 45,500 sqm of E(g), B2 and/or B8 employment floorspace ~~in the south east of the allocation~~ on land in the southern part of the site~~, as a logical extension to the existing Gibfield Park Industrial Area~~;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance in relation to the appropriate employment uses and the location for this	GMCA 86 AP138
	JPA37 (criterion 4)	379	Modify criterion 4 of Policy JPA37, as follows: "Ensure good quality road access is provided into the site, including through an extension of Gibfield Park Way northwards. A route for the continuation of Gibfield Park Way further northwards towards the rail line should be safeguarded within the site, to connect into potential future road infrastructure to be provided in Bolton;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP138
	JPA37 (criterion 5)	380	Modify criterion 5 of Policy JPA37, as follows: "~~Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt~~	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D	GMCA 86 AP138

			~~Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;"		
	JPA37 (criterion 6)	380	Modify criterion 6 of Policy JPA37, as follows: "Ensure convenient and safe access for pedestrians and cyclists within the site towards local bus services and ~~to~~ Daisy Hill and Hag Fold rail stations~~, and contribute appropriately to improved passenger facilities at those rail stations, as applicable~~;"	To clarify, ensuring the policy is consistent with Policy JP-C7 and the new Appendix D	GMCA 86 AP138
	JPA37 (criterion 7)	380	Modify criterion 7 of Policy JPA37, as follows: "Provide a high quality, landscaped corridor along Gibfield Park Way, including its extension northwards within the allocation, through the planting of street trees and other strategic landscaping;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP138
	JPA37 (criterion 8)	380	Modify criterion 8 of Policy JPA37, as follows: "Provide a ~~substantive~~ substantial accessible green infrastructure corridor and country park on land remaining in the Green Belt within the allocation, and ensure ongoing arrangement for its maintenance, agreed with the Council;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP138
	JPA37 (criterion 9)	380	Modify criterion 9 of Policy JPA37, as follows: "~~Make~~ Ensure appropriate provision is made to sufficiently mitigate the impact of development on ~~for~~ great crested newts ~~sufficient to mitigate the development~~;"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP138
	JPA37 (new criterion)	380	Modify Policy JPA37 by adding a new criterion, as follows: "Make provision for biodiversity within the site in accordance with Policy JP-G9, with particular regard to Sites of Biological Importance and areas of priority habitat, including ponds, watercourses, dry heath/acid grassland, hedgerows and areas of woodland;"	To clarify, ensuring the policy is consistent with Policy JP-G9	GMCA 86 AP138

	JPA37 (criterion 10)	380	Modify Policy JPA37 by deleting criterion 10, as follows: "~~Provide easements for the significant utilities infrastructure running through the site; and~~"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP138
	JPA37 (new criterion)	380	Modify Policy JPA37 by adding a new criterion, as follows: "Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and"	To clarify, ensuring the policy is consistent with Policy JP-G2	GMCA 86 AP138
	JPA37 (criterion 11)	380	Modify Policy JPA37 by deleting criterion 11, as follows: "~~Safeguard the amenity of existing and future homes from the employment development, through appropriate screening and landscaping.~~"	To clarify, ensuring that the policy is effective and provides clear and unambiguous guidance	GMCA 86 AP138
	JPA37 (paragraphs 11.377, 11.379, 11.380, 11.381 & 11.383)	380-381	Modify the reasoned justification at paragraphs 11.377, 11.379, 11.380, 11.381 and 11.383 of Policy JPA37 as follows: 11.377 "The West of Gibfield area provides an opportunity for a substantial housing and employment development to the west of Atherton. The employment development will be on land in the southern part of the site~~ extend the existing Gibfield Park Industrial Area~~ and is considered suitable for E(g), B2 and/or B8 employment floorspace. The development will include new green infrastructure serving Atherton and Daisy Hill, Westhoughton." 11.379 "In accordance with Policy JP-C7, h~~H~~ighway improvement measures will be needed to mitigate the impact of the development, notably at the junction of the A577 and Gibfield Park Way and between the site and the A6 and Junction 5 of the M61 in Bolton. The development will be required to make an effective contribution to the provision of these measures." 11.380 "There is also a need for strategic improvements to services along the Atherton railway line between Wigan and	To clarify, ensuring that the policy and reasoned justification are consistent, effective and provide clear and unambiguous guidance	GMCA 86 AP138

			Manchester, via Daisy Hill station, specifically to increase capacity at peak times, and increase service frequencies and extent, in accordance with Policy JP-C7. The increased use of the existing rail line could include its conversion to tram-train use, enabling greater frequency of services. This development is required to ensure ~~good~~ convenient and safe access within the site towards Daisy Hill and Hag Fold stations for pedestrians and cyclists ~~and contribute appropriately to passenger improvements at those stations~~." 11.381 "The green infrastructure requirement will need to be delivered in advance and alongside the housing development and should provide effectively for a country park with wildlife habitats and recreational space. Appropriate provision should be made to sufficiently mitigate the impact of the development on great crested newts that are present in the area, as well as the presence of priority habitats in accordance with Policy JP-G9. The ongoing maintenance of the country park will need to be agreed with the Council." 11.383 "To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by site investigations, an archaeological assessment and other constraints and opportunities provided by the site. ~~The development will be also required to provide easements for the significant utilities infrastructure that runs through the site.~~"		
	JPA37	380-381	Modify the reasoned justification for the allocation which include a Mineral Safeguarding Area (MSA), as follows: "The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sandstone (18.1%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior	To clarify, setting out an unambiguous policy framework for these allocations	GMCA21 AP9

			to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised."		

	JP-D1	385	Modify Policy JP-D1, as follows: ~~"To make this happen we will:~~To ensure the effective development and implementation of the infrastructure needed to support the delivery of the vision and objectives set out in this document:" "We will: 1. Take a long term, strategic, holistic and integrated approach to place shaping, supported by devolved resources and powers. Utilising the spatial locations set out in this Plan a place-based approach will be undertaken to overcome barriers, achieving prosperity and opportunity; We will work with infrastructure providers to: 2. Promote collaboration and synchronisation of investment plans ~~between ourselves and the main infrastructure providers:~~. Key infrastructure providers include the NHS Greater Manchester Integrated Care Partnership (formerly Clinical Commissioning Groups), the NHS, Highways England, Network Rail, Transport for Greater Manchester, United Utilities, the Environment Agency, National Grid, Cadent, United Utilities and digital/telecommunication providers; 3. ~~Work directly with the infrastructure providers and regulators (including Ofcom, Ofwat and Ofgem) to e~~Ensure that future investment plans ~~are consistent with~~ have regard to this Plan~~;~~. The involvement of regulators	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 To clarify that the reference is appropriately phrased	M12.1 Q12.1 M12.1 Q12.2 GMCA 5.1 PQ74 & M12.1 Q12.2

			(including Ofcom, Ofwat and Ofgem) will be critical in this regard; ~~4. Establish a new long-term funding mechanism for transport and site specific infrastructure to ensure timely delivery and capture of developer contributions;~~ ~~8~~4. Minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and ~~9~~5. Promote the provision and use of shared routing, trenching and programming particularly in areas where there is extreme pipe and cable congestion under the streets to reduce disruption. We will, through local plans, other local planning documents and development management decisions: ~~5~~6. Encourage early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development; ~~6~~7. Require applicants to prepare an infrastructure phasing and delivery strategy ~~for strategic sites, and major sites~~ to be agreed by the local planning authority for sites where build out will be delivered by different developers or in phases. This strategy must outline what needs to be provided by when and who will fund and deliver it; and	To clarify, ensuring that the plan text is up to date and appropriately phrased To reflect the revised structure of the policy To reflect the revised structure of the policy To reflect the revised structure of the policy The modification provides further clarity in respect of the content of the Infrastructure phasing and delivery strategy required by the policy and brings in a specific	M12.1 Q12.2 & Q12.3 M12.1 Q12.2 M12.1 Q12.2 M12.1 Q12.2 GMCA23 AP86

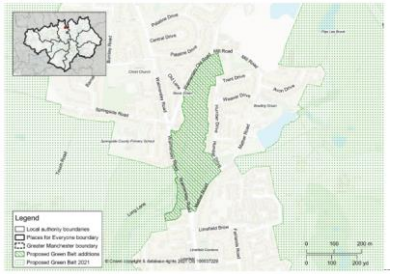
				reference to the need to reach agreement with the relevant local planning authority	
			~~7~~8. Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring applicants to demonstrate that there will be adequate utility ~~infrastructure~~ capacity to support the delivery and occupation of their proposed development~~, from first occupation until development completion~~. Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements where this would be necessary to mitigate the impact of development.~~ As a minimum, applicants should identify and plan for:~~ ~~• Minimising the demand for energy, water and utility services by requiring sustainable building design and the incorporation of demand management measures within all new development and conversions where practicable;~~ ~~• Electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers the estimated load capacity of the building and the substations and routes for supply;~~ ~~• Reasonable gas and water supply, considering the need to conserve natural resources;~~ ~~• The provision of multiple-ducting to support full fibre digital connections from different providers;~~	To clarify, ensuring consistency with the tests for planning obligations set out under NPPF paragraph 57 To clarify, ensuring there is no unnecessary overlap / inconsistencies within the plan, and with other statutory or regulatory regimes	GMCA23 AP87 M12.1 Q12.5

			~~• 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.~~"	To reflect the revised structure of the policy	M12.1 Q12.2
	JP-D2 (1st para.)	390	Modify the first paragraph of Policy JP-D2, as follows: "…These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, ~~legal contracts~~ Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime)."	To clarify the policy, avoid any potential ambiguity and to be consistent with paragraph 12.16 of the reasoned justification	M12.1 Q12.6
	JP-D2 (para. 2)	390	Modify by deleting the second paragraph of Policy JP-D2 and replacing with revised text, as follows: "~~Applicants should take account of policies in development plans and other relevant documents when developing proposals and acquiring land. It is expected that viability assessments should only be undertaken where there are clear circumstances creating barriers to delivery. If an applicant~~	To clarify, ensuring consistency with national guidance in respect of the consideration of viability as part of the planning application process	GMCA23 AP88

			~~wishes to make the case that viability should be considered, they should provide clear evidence at the planning application submission stage, demonstrating the specific issues that would create barriers to delivery in a transparent manner and reflecting national guidance.~~" "<u>If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance.</u>"		
	Paragraph 12.23	390	The table below sets out the proposed monitoring framework for the Plan. ~~It focuses on the key priorities of the plan.~~ <u>It sets out the indicators which will be used and the geographical areas each will be applied to. In order to monitor the Vision, Objectives and Strategy effectively, the data for the indicators will be collected across varying geographical areas of the plan. The analysis will have a particular focus on the Core Growth Area (JP-Strat 1), the Inner Areas (JP-Strat 5), the Northern Areas (JP-Strat 6) and the Southern areas (JP-Strat 9). The spatial strategy geographical areas referred to in table 12.1 reflect the Strategic Policies set out in Chapter 4 of the Plan. Until such time that the detailed boundaries of these areas are established in district local plans, the authority monitoring report will illustrate the geographical boundaries to which the data refers.</u>	Required to clarify the purpose of Table 12.1 and set out the key linkages with policies in the plan.	AP138
	New Paragraphs after 12.23	390	<u>12.24 The Allocations will be monitored by districts but where a PfE indicator will form part of this monitoring it is noted in the 'Allocation' column of table 12.1.</u>	New paragraphs inserted to explain the process of monitoring with respect to	AP138

<table>
<tr><td></td><td></td><td></td><td><u>12.25 The outcomes of PfE monitoring will form part of each of the districts own Local Plan Authority Monitoring Reports.</u></td><td>allocations and also in relation to districts' AMRs</td><td></td></tr>
<tr><td></td><td>Table 12.1</td><td>392</td><td>Modify Table 12.1 as set out in Annex 1 attached to this schedule</td><td>Required as a result of the changes set out in the IN35 Action Point 138.</td><td>AP138</td></tr>
<tr><td></td><td>Appendix A</td><td>400-406</td><td>Modify Appendix A (Replaced District Local Plan Policies), as shown in Annex 2 attached to this schedule.</td><td>To clarify which existing local plan policies are to be superseded by the PfE, to ensure compliance with Regulation 8(5)</td><td>GMCA 3.1 PQ19</td></tr>
<tr><td></td><td>Appendix A</td><td>406</td><td>Add an additional row to Table A9 in Appendix A as follows, between the rows for Policy SD1 and Policy CP1:

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

				Green Belt Additions boundaries	
	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
	Appendix B, Picture B.5	416	Modify Picture B.5 GBA03 to revised boundary, as follows: Policy Green Belt Addition 3: Pigs Lea Brook 1 Picture B.5 GBA 3 Pigs Lea Brook 1 	To clarify, correcting an error with the boundary which excludes land at Humber Drive which is currently designated as River Valley in the adopted UDP	M26.1 Q26.1
	Appendix C – Policies Map		Consequential changes to the policies map to reflect, as necessary, the main modifications to the Plan	To ensure that the policies map reflects the	-

				written statement of the plan	

Appendix D: Indicative Transport Mitigation

Table 1: Indicative transport mitigation associated with PfE Allocations

Allocation Name	Transport Interventions
JPA1.1 Northern Gateway (Heywood/Pilsworth)	**Necessary** • M66 Junction 3 / Pilsworth Road junction upgrade • M62 J19 / A6046 Heywood Interchange – intervention to be determined • M66 Junction 2 / A58 – localised junction improvements • M66 Link Road • Active travel improvements • Introduction of local bus services to/from/within the allocation • Moss Hall Road / Pilsworth Road (South) junction upgrade • A6045 Heywood Old Rd / Whittle Lane additional traffic management measures • Moss Hall Road / Pilsworth Road (North) junction upgrade • Hollins Brow / Hollins Lane junction upgrade • Pilsworth Road (Between M66 Link Road and "3-Arrows" Junction) upgrade to dual carriageway standard **Supporting** • Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road • Potential tram-train on the East Lancashire rail line between Bury and Rochdale)
JPA1.2 Northern Gateway (Simister and Bowlee)	**Necessary** • M60 Junction 19 / A576 Middleton Road – localised junction improvements • M62 J19 / A6046 Heywood Interchange –interventions to be determined • Corridor improvements on A576 Middleton Road / Manchester Old Road in vicinity of M60 J19 – interventions to be determined • A6045 Heywood Old Road / A576 – junction improvements • A6045 Heywood Old Road / Langley Lane – junction improvements

Allocation Name	**Transport Interventions**
	• Active travel improvements • Introduction of local bus services to/from/within the allocation **Supporting** • New Metrolink stop on proposed line between Crumpsall and Middleton • Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road
JPA2 Northern Gateway (Stakehill)	**Necessary** • A627(M) / A664 Rochdale Road / Whitbrook Way / Bentley Avenue (Slattocks Roundabout) – localised junction improvements / roundabout improvements • M62 J20 – major junction improvements • A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements • Bus Improvements including new Rochdale-Oldham service • Active travel improvements **Supporting** • Potential New Rail Station at Slattocks • M62 J19 improvements/ A6046 Middleton Road Heywood Interchange • Localised improvements - Resurfacing of Thornham Lane • Tactile kerb installation between the northern site and Castleton Station • Extension of Local Link services
JPA3.1 & JPA3.2 Roundthorn MediPark Extension & Timperley Wedge	**Necessary** • Timperley Wedge Spine Road (including new North Roundabout with existing A5144 Thorley Lane and Southern connection with existing Thorley Lane [near M56 J5]) • Roundthorn Medipark Spine Road (including new signalised junction with Floats Road and signalised junction with Timperley Wedge Spine Road) • M56 Junction 3 – localised junction improvements • M56 Junction 6 – localised junction improvements (pedestrian and cycle facilities)

Allocation Name	**Transport Interventions**

	• Stopping up Whitecarr Lane at its junction with Newell Road
	• Stopping up Clay Lane/Barnacre Avenue from north of Capenhurst Close
	• Stopping up Clay Lane arm of the existing A5144 Thorley Lane / Wood Lane / Clay Lane roundabout
	• Dobbinetts Lane/Floats Road junction upgrade
	• Upgrade Dobbinetts Lane to standard width along its length
	• Thorley Lane/ Runger Lane – localised junction improvements
	• Terminal 2 Roundabout – convert to a signalised roundabout
	• Public transport improvements including:
	  • Bus service improvements
	  • Clay Lane bus gate and provision of bus priority and bus stops, where appropriate, along the Timperley Wedge Spine Road
	  • Metrolink Western Leg Extension stop at Timperley Wedge
	• Active travel improvements including:
	  • Timperley Wedge Spine Road Beeway
	  • Beeway link to Timperley Wedge Spine Road
	  • Spine Road crossing points
	  • Improved connections with proposed Beeway at Whitecarr Lane towards Newall Green
	Supporting
	• Metrolink Western Leg Extension
	• Airport to Altrincham Bus Rapid Transit (BRT) / Bus Priority
	• M56 J5 and wider corridor improvement (improvement to be determined)

JPA4 Bewshill Farm	**Necessary** • Active travel improvements including pedestrian and cycle facilities and connection to the existing network • Contribution to the operation of any demand responsive transport service, public transport service or other sustainable travel initiative at Logistics North **Supporting** N/A

Allocation Name	**Transport Interventions**
JPA5 Chequerbent North	**Necessary** • Chequerbent roundabout Link Road or junction improvement • M61 J5 Chequerbent Roundabout – localised junction improvements • Active travel improvements including pedestrian and cycle facilities and connection to the existing network **Supporting** • Measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8 • Metro Tram-train improvements on the Wigan-Manchester railway line • Implementation of the Westhoughton Bee Network scheme
JPA6 West of Wingates / M61 Junction 6	**Necessary** • Public transport improvements – Local Link established, or increased bus service frequencies • M61 J5 Chequerbent Roundabout mitigation – localised strategic improvements • Blackrod Road/Manchester Road localised junction improvements • A6 De Havilland Way/A6 Chorley Road – localised junction improvements • Spine road and Dicconson Lane roundabout • Hall Lane/Bolton Road localised junction improvements • M61 Junction 6 improvements localised junction improvements • Mansell Way / De Havilland Way localised junction improvements • Active travel improvements including pedestrian and cycle enhancements **Supporting** N/A
JPA7 Elton Reservoir Area	**Necessary** • Link Road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe and a strategic connection from the link road to Spring Lane, Radcliffe, via the former Coney Green High School site – designed to be suitable for buses and active travel with appropriate access junctions

Allocation Name	**Transport Interventions**
	• Elton Metrolink Stop and Park & Ride facility • Radcliffe Town Centre highways improvements • New bus services and associated stops to/through/within the allocation • Active travel improvements including delivery of missing section of the Bolton-Bury Cycleway **Supporting** • A56/Radcliffe Road – junction improvements • A58/Ainsworth Road/ Starling Road - junction improvements
JPA8 Seedfield	Necessary • Improvements to local highway infrastructure to facilitate appropriate access to the allocation • Active travel improvements • Enhancements to public transport
JPA9 Walshaw	**Necessary** • Link road providing bus penetration through the allocation between Lowercroft Road and Scobell Street, via Walshaw Road • Crostons Road/ Tottington Road junction • Tottington Road/Walshaw Road priority junction • Cockey Moor Road junction • A58 Bolton Road/Ainsworth Road junction improvement • A58 Bolton & Bury Road/Starling Road junction improvement • Introduction of bus services through the allocation • Active travel improvements **Supporting** • Appropriate linkages to Elton Link Road
JPA10 Global Logistics	**Necessary** • A538/Sunbank Lane Improvement • Active travel improvements including Sunbank Lane walking and cycling accesses and crossing

Allocation Name	**Transport Interventions**
	Supporting • M56 Junction 6 localised junction improvements (pedestrian and cycle facilities)
JPA12 Beal Valley	**Necessary** • New Metrolink Stop and Park and Ride facility south of Cop of Road • Metrolink Overbridge • Beal Valley Spine Road (part of internal highway network) including new junction with B6194 Oldham Road and connection to Broadbent Moss Spine Road • A663 Shaw Road / A671 Oldham Road – junction improvements • A663 Crompton Way / Rochdale Road / Beal Lane – junction improvements • B6194 Heyside / Water Street / Bullcote Lane – junction improvements • Improvement to and/or provision of new local bus services and facilities • Active travel improvements including improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge **Supporting** • A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements • A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way roundabout interchange – junction improvements • A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane – junction improvements
JPA13 Bottom Field Farm (Woodhouses)	**Necessary** • Active travel improvements including cycling and walking improvements connecting to Failsworth Road or existing PROW • Minor traffic management improvements **Supporting** N/A
JPA14 Broadbent Moss	**Necessary**

Allocation Name	**Transport Interventions**
	• New Metrolink Stop and Park and Ride facility south of Cop of Road • Broadbent Moss Spine Road (part of internal highway network) including connection to Oldham Road via the Beal Valley spine road and A672 Ripponden Road at the eastern end • Metrolink Overbridge as part of Broadbent Moss Spine Road • A663 Shaw Road / A671 Oldham Road junction improvements • A663 Crompton Way / Rochdale Road / Beal Lane junction improvements • B6194 Heyside / Water Street / Bullcote Lane junction improvements • Improvement to and/or provision of new local bus services and facilities • Vulcan Street – traffic calming measures • Active travel improvements including walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge **Supporting** • A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements • A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – junction improvements • A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane junction improvements
JPA15 Chew Brook Vale (Robert Fletchers)	**Necessary** • Active travel improvements including improvement to walking and cycling routes • Access road and bridge over Chew Brook • A635 Holmfirth Road access – junction improvements **Supporting** N/A
JPA16 Cowlishaw	**Necessary** • A663 Shaw Road / A671 Oldham Road – junction improvements • A663 Crompton Way / Rochdale Road / Beal Lane junction improvements • Active travel improvements including upgrade of PRoW to Low Crompton to Bee Network standard **Supporting**

Allocation Name	**Transport Interventions**
	• A627 (M) Junction 1 / A627 Chadderton Way /A663 Broadway – localised roundabout improvements • A671 Rochdale Road / B6195 High Barn Street / A671 Oldham Road / B6195 Middleton Road junction improvements
JPA17 Land South of Coal Pit Lane (Ashton Road)	**Necessary** • Coal Pit Lane/A627 Ashton Road - junction improvements including localised improvement of Coal Pit Lane • Active travel improvements including pedestrian and cycle route between Coal Pit Lane / Ashton Road Junction and White Bank Road **Supporting** • Rochdale-Oldham-Ashton Quality Bus Transit corridor
JPA18 South of Rosary Road	**Necessary** • Active travel improvements including PRoW connections to Bardsey Bridleway • Minor traffic management improvements to address local highway concerns **Supporting** • Rochdale-Oldham-Ashton Quality Bus Transit corridor
JPA19 Bamford and Norden	**Necessary** • Norden Road / War Office Road – modifications to traffic circulation and local junction improvements • Norden Road – new pedestrian crossing • Bus stop upgrades at the Norden Road / War Office Road junction • Active travel improvements including Furbarn Road improvements and North-South Greenway corridor through the site **Supporting**

Allocation Name	**Transport Interventions**
	N/A
JPA20 Castleton Sidings	**Necessary** • A664 Manchester Road / Queensway – localised junction improvements • Active travel improvements including links to key routes beyond the allocation boundary **Supporting** N/A
JPA21 Crimble Mill	**Necessary** • Public Transport improvements – bus stop upgrades on A58 Rochdale Road East • Active travel improvements • Crimble Lane improvements - widening, footway provision, traffic calming and junction improvements to A58/Crimble Lane to improve visibility splays **Supporting** N/A
JPA22 Land North of Smithy Bridge	**Necessary** • A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions • A58 Wardle Road – localised junction improvements • Hollingworth Lake car park - relocation • Traffic calming and parking management measures along Hollingworth Road • Active travel improvements including secure cycle parking at Littleborough Rail Station • Bus stop upgrades along Hollingworth Road and Lake Bank **Supporting** • A58 Residential Relief Road • A58 local improvements

Allocation Name	**Transport Interventions**
JPA23 Newhey Quarry	**Necessary** • Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – localised junction improvements • Active travel improvements including pedestrian crossing on A640 Huddersfield Road • Existing residents' car park • Newhey public car park **Supporting** • Improvements to existing bus services
JPA24 Roch Valley	**Necessary** • A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions • A58 Wardle Road – localised junction improvements • Active travel improvements including secure cycle parking at Smithy Bridge Rail Station • Bus stop upgrades along Smithy Bridge Road and Halifax Road • Toucan Crossing at Smithy Bridge Rail Station • Toucan crossing at allocation entrance on Smithy Bridge Road **Supporting** • A58 Residential Relief Road • Cycle improvements towards Smithy Bridge Rail Station • Upgrade to level crossing on Smithy Bridge Road • A58 local improvements • Footway/cycleway to the south of the proposed access road
JPA25 Trows Farm	**Necessary** • Cowm Top Lane improvements – widening and footway provision • A664 Queensway / Cowm Top Lane – localised junction improvements • A664 Queensway / A664 Manchester Road localised junction improvements • Active travel improvements including pedestrian and cycle improvements on Hillcrest Road **Supporting** • M62 Junction 20 – major junction improvements

Allocation Name	**Transport Interventions**

JPA26 Land at Hazelhurst Farm	**Necessary**
	• Active travel improvements including:
	  • A580 East Lancashire Road/ Moorside Road crossing improvements
	  • Worsley Road crossing
	  • Ramped cycle & disabled access from Greenleach Lane to NCN55
	• Public transport improvements
	Supporting
	N/A

JPA27 Land East of Boothstown	**Necessary**
	• Active travel improvements including:
	  • Footpath along A572 Leigh Road
	  • Footpath from canal to Occupation Road access with A572 Leigh Road
	  • A572 Leigh Road active travel crossing
	  • B5232 Newearth Road active travel crossing
	Supporting
	N/A

JPA28 North of Irlam Station	**Necessary**
	• B5320 Liverpool Road / B5471 Brinell Drive – localised junction improvement
	• A57 Cadishead Way / B5311 Fairhills Road - localised junction improvement
	• B5320 Liverpool Road / Roscoe Road / B5311 Fairhills Road - localised junction improvement
	• Bridge replacement to afford access via Moss Lane
	• Active travel improvements including:
	  • Station Access - Active Travel Improvements between the station and allocation (west of Station Road)
	  • Irlam active travel links

Allocation Name	**Transport Interventions**
	• Increased provision of cycle parking at Irlam rail station **Supporting** • Junction 11 of the M60 (2025-2030) – intervention to be determined • CLC Rail line capacity improvements • Metro/Tram-train services on the CLC line • A57 Liverpool Road/ Stadium Way – localised junction improvement • Improvements to bus services • Cheshire Line Connection / Trafford Green Way – walking and cycling Improvements • Traffic calming and parking management
JPA29 Port Salford Extension	**Necessary** • WGIS infrastructure - major strategic junction improvements • Link Road between A57 Liverpool Road and new Junction on M62 (west of Eccles Interchange). Likely to be require in combination with revised WGIS improvements - major strategic junction improvements • Rail freight terminal to be in operation at Port Salford • Canal berths & container terminal to be in operation at Port Salford • Access to allocation off link road – roundabout on link road to provide access to Port Salford Extension • M60 J11 improvements – (no specific scheme identified) major strategic junction improvements • M60 J10 improvements – (no specific scheme identified) major strategic junction improvements • M60 J12 improvements – (no specific scheme identified) major strategic junction improvements • A57 Liverpool Road/ Stadium Way - localised junction improvements • Bus service improvement • Active travel improvements including a link to the existing active travel network **Supporting** • CLC Rail line (Liverpool Central to Manchester stations) capacity improvements • Metro/Tram-Train services on CLC line (Liverpool Central to Manchester stations) • Metrolink extension to Port Salford • Improvement at A57 Cadishead Way / B5311 Fairhills Road junction • Improvements to Local Link services • Walking & cycling improvements: Cheshire Lines Connection / Trafford Greenway

Allocation Name	**Transport Interventions**

JPA30 Ashton Moss West	**Necessary**
	• A6140 Lord Sheldon Way / Notcutts / A6140 (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements
	• A635 Manchester Road / A6140 / A635 Signalised Crossroads (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements
	• M60 J23 (North) / A635 Manchester Road – localised junction improvements
	• Active travel improvements, including:
	  • Direct connections to PRoW either bounding or near the development
	  • Improvement of walking/cycling facilities on the A6140 Lord Sheldon Way and A635 Manchester Road
	• Enhancement of Bus Service 217
	Supporting
	N/A

JPA31 Godley Green Garden Village	**Necessary**
	• Improvement of M67 / A57 Hyde Road / A560 roundabout junction – localised junction improvement [7]
	• Active travel improvements, including:
	  • Provision of direct pedestrian/cycle access bridge across the railway line to the vicinity of Hattersley Station
	  • Direct connections to PRoW either bounding or near the development
	  • Improvement of walking/cycling facilities on the A560 Mottram Old Road
	• Provision of bus services within the allocation – the routing of this service will need to influence the final internal road layout of the allocation to ensure that any new service proposals are practical and viable
	Supporting
	• Improvement of M60 J24 Denton Island - scheme to be confirmed by National Highways
	• Package of measures along the A560 (including possibility of Ashton-Stockport QBT)

JPA32 South of Hyde	**Necessary**

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

Allocation Name	**Transport Interventions**

	• Active travel improvements, including:
	  • Direct connections to PRoW either bounding or near the development; and
	  • Improvement of walking/cycling facilities on A560 Stockport Road.
	• Bus improvements along the A560 Stockport Road adjacent to the allocation – e.g. build out of bus stops to provide additional waiting space.
	
	Supporting
	• Package of measures along the A560 (including possible Ashton-Stockport QBT)
	• Improvement of M67 / A57 Hyde Road / A560 roundabout junction

JPA33 New Carrington	**Necessary**
	• Carrington Relief Road - major strategic improvement
	• Carrington Spur widening approach to M60 J8 -major strategic junction improvements
	• B5158 Flixton Road/ A6144 Carrington Lane/ Isherwood Road - signalisation Phases 1 and 2- localised junction improvements
	• Carrington Link/ Carrington Spur / Banky Road – Junction stage/sequence upgrade with lane widening on approaches.
	• Carrington Relief Road Junction Widening between Isherwood Road and the Carrington Spur- Phase 1 and 2 – localised junction improvements
	• M56 J7 Bowden Roundabout – minor strategic improvements
	• M60 J8 improvement - strategic improvements
	• A56 Junction / Manchester Road / Barrington Road signalised junction upgrade
	• Altrincham / A56 Dunham Road / Highgate Road realignment
	• Heatley / Paddock Lane / Bent Lane (widen radii) localised junction improvements
	• Indicative links roads within the allocation linking to development parcels:
	  • Isherwood Road Upgrade (part of Eastern link road as per Masterplan 2020)
	  • Southern Link as per Masterplan 2020
	  • Eastern Link as per Masterplan 2020 Sale West Link as per Masterplan 2020
	• Public transport measures including:
	  • Creation of new and improved bus services to and from the allocation as well as improvements to existing services
	  • Bus improvements along Carrington to Stretford (via Urmston) corridor

Allocation Name	**Transport Interventions**

	• Improved bus access to Altrincham and Sale
	• Upgrading and extension of the existing bus services – including bus priority measures, real time information etc.
	• Active travel improvements including:
	  • Carrington Greenway Link to Sale
	  • PROW improvements
	  • Controlled pedestrian crossings at the A56 Dunham Road / Park Road / Charcoal Road
	Supporting
	• WGIS infrastructure
	• Link Road between A57 Liverpool Road and new Junction on M62 (west of Eccles Interchange). Likely to be required in combination with revised WGIS infrastructure- major strategic junction improvements
	• Carrington Greenway & Bee Network Bridge viaduct connectivity with Irlam

JPA34 M6 Junction 25	**Necessary** • Signalisation of Bryn Interchange - localised junction improvements • M6 Junction 24 Improvement - minor strategic improvements • Active travel improvements including crossing provision at Bryn Interchange **Supporting** N/A
JPA35 North of Mosley Common	**Necessary** • B5232 Bridgewater Road/B5232 Newearth Road – localised junction improvement • A6 Manchester Road East / A5082 Armitage Avenue – localised junction improvement • A580 East Lancashire Road / A577 Mossley Common Road – localised junction improvement • Guided busway stop and services • Active travel improvements **Supporting** N/A

Allocation Name	**Transport Interventions**
JPA36 Pocket Nook	**Necessary** • Bridge over future HS2 line (if the route through the site is confirmed) • Active travel improvements including: good walking and cycling connections between the site and Rowan Avenue, Maple Avenue, Pocket Nook Lane, Brancaster Drive and the Mayfield Drive Estate, for onward connection in Lowton **Supporting** • Improved bus service connectivity • New railway station(s) in local area • A580 East Lancashire Road / A579 Atherleigh Way – localised junction improvements • A580 East Lancashire Road/ A572 Newton Road – localised junction improvements • A572 Newton Road/ A579 Winwick Lane – localised junction improvements • A580 East Lancashire Road/ A574 Warrington Road – localised junction improvements
JPA37 West of Gibfield	**Necessary** • Chequerbent roundabout to Platt Lane link road and associated improvements at Chequerbent roundabout • M61 Junction 5 - minor strategic improvements • A577 Wigan Road /A579 Atherleigh Way /Gibfield Park Way roundabout – localised junction improvements • Active travel improvements including link to Daisy Hill & Hag Fold rail station **Supporting** • Any measures (highway connections and/or east-west public transport) delivered by policy GM Strat 8 • Metro/Tram-Train improvements on the Wigan-Manchester railway line • Implementation of the Leigh, Atherton and Tyldesley Bee Network scheme

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

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

Annex 1

Proposed modifications to Table 12.1 (Monitoring)

• ~~KPI / Target~~ • ~~Baseline at 2020 unless otherwise stated~~	• ~~Policy Outcome/Indicators~~	• ~~Places for Everyone Strategic Objective~~
• ~~Strategy~~	•	•
• ~~Significant growth in employment and housing in the Core Growth Area~~	• ~~Total employment and housing growth~~	• ~~1, 2, 3, 4, 5, 6, 9~~
• ~~Significant increase in growth employment and housing in north of conurbation~~	• ~~Total employment and housing growth~~	• ~~1, 2, 3, 4, 5, 9~~
• ~~Sustain the competitiveness of the employment and housing offer in our part of the south of conurbation~~	• ~~Total employment and housing growth~~	• ~~1, 2, 3, 4, 5, 9~~
• ~~Improve productivity~~	• ~~% increase in GVA per job~~	• ~~3, 5, 10~~
• ~~Increased number of jobs~~	• ~~Proportion of our residents in employment~~	• ~~3, 5, 10~~

• ~~Secure main town centres as local economic drivers~~	• ~~% increase in residential development in main town centres~~ • ~~% vacancy rate in main town centres~~	• ~~1, 2, 3, 5, 6, 7, 9~~
• ~~Sustainable & Resilient~~	• ~~—~~	• ~~—~~
• ~~Reduce carbon emissions from new development~~	• ~~% of new development meeting the net zero carbon standard~~	• ~~2, 5, 7, 8, 10~~
• ~~Prioritise brownfield land for development~~	• ~~% of development on brownfield land~~	• ~~2, 3, 5, 7, 8, 9~~
• ~~No increase in number of homes and commercial premises at risk of flooding~~	• ~~% of homes at risk of flooding~~ • ~~% of commercial premises at risk of flooding~~	• ~~2, 8~~
• ~~Improve air quality~~	• ~~Number of EV charging points~~ • ~~% of development within 800m of transport hubs~~ • ~~Number of controlled parking zones around schools and early years' settings~~	• ~~2, 5, 7, 8, 10~~
• ~~Jobs~~	• ~~—~~	• ~~—~~
• ~~Improve access to jobs~~	• ~~Number of local labour agreements~~	• ~~4, 5~~

• ~~Increase overall employment land~~	• ~~Deliver 3.3 3.5 mill sqm industry and warehousing by 20372039~~	• ~~3, 5~~
• ~~Homes~~	• ~~—~~	• ~~—~~
• ~~Deliver net increase of new homes~~	• ~~Deliver approx. 8,700 annually by 2025~~ • ~~Deliver approx. 10,300 annually by 2030~~ • ~~Deliver approx. 11,200 annually by 2037~~	• ~~1, 2, 3, 5, 7, 10~~
• ~~Increase no of additional affordable homes~~	• ~~Deliver our share of 50,000 additional affordable homes by 2037~~ • ~~Number of additional affordable homes Number of people removed from the waiting list~~	• ~~1, 2, 5, 10~~
• ~~Increase the number of homes meeting NDSS~~	• ~~% new homes meeting NDSS~~	• ~~1, 2, 5, 10~~
• ~~Increase the number of new homes meeting A&A standard~~	• ~~% new homes meeting A&A standard~~	• ~~1, 2, 5, 10~~
• ~~Greener~~	• ~~—~~	• ~~—~~

• ~~Enhance the green infrastructure network~~	• ~~Number of developments delivering a 10% gain in biodiversity~~	• ~~2, 5, 7, 8, 9, 10~~
• ~~Increase tree planting~~	• ~~Number of trees planted annually~~	• ~~2, 5, 7, 8, 9, 10~~
• ~~Increase access to green infrastructure~~	• ~~Number of hectares of new green infrastructure~~	• ~~2, 5, 7, 8, 9, 10~~
• ~~People~~	• ~~—~~	• ~~—~~
• ~~High design quality~~	• ~~Increase % of new buildings consistent with National Design Guide~~	• ~~2~~
• ~~Conserve, sustain and enhance our historic environment and heritage assets~~	• ~~Increase % of buildings on the "at risk register" with a strategy for their repair and re-use~~	• ~~2, 4~~
• ~~Improve the cultural offer~~	• ~~Number of new cultural facilities~~	• ~~2, 4~~
• ~~Provision of additional school places to support new development~~	• ~~Increased numbers of school places~~	• ~~2, 9~~
• ~~Increase the % of working age population with Higher Level (4+) qualification(s) and reduce the %~~	• ~~Workforce is ready to benefit from new employment opportunities~~	• ~~3, 5~~

~~of working age population with sub-Level 2 qualification(s)~~		
• ~~Connected~~	• ~~—~~	• ~~—~~
• ~~Increased proportion of daily trips by modes other than the car~~	• ~~% of daily trips made by public transport, walking and cycling~~ • ~~% of development within 800m of transport hubs~~	• ~~2, 5, 6, 7, 10~~
• ~~Digital connectivity~~	• ~~Number of premises with full fibre connectivity~~ • ~~Number of locations with free, secure, high speed public wi-fi connections~~	• ~~2, 3, 4, 5, 6~~
• ~~Increasing EV charging infrastructure~~	• ~~Number of EV charging points~~	• ~~2, 6, 7~~
• ~~Delivering the Plan~~	• ~~—~~	• ~~—~~
• ~~Ensuring the right infrastructure is delivered at the right time~~	• ~~Delivery of necessary new infrastructure~~	• ~~1, 2, 3, 4, 5, 6, 7, 8, 9, 10~~
• ~~Secure appropriate S106 contributions~~	• ~~Developer contributions for the delivery of infrastructure~~ • ~~Developer contributions for the delivery of affordable housing~~	• ~~1, 2, 3, 4, 5, 6, 7, 8, 9, 10~~

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

~~PfE KPI/Target Baseline at 2020 unless otherwise stated~~ Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	~~Policy Outcome/~~Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
Reduce carbon emissions from new development	2,5,7,8,10	JP-S 1 2, 3 and 7 JP-P 1	~~% of new development meeting the net carbon standard~~ % of net additional residential development completed with an Energy Performance Certificate rating of A and B	✓	✓		
~~Prioritise~~ Maximise the use of suitable previously developed (brownfield) land for development	2,3,5,7,8,9	JP-Strat 1 to 6, JP-Strat 9, JP Strat 12, JP-S 1, JP-J 2, J 3, J 4 and JP-H 1 and H 4	% of residential development on brownfield land	✓	✓	1,5,6,9	
			% of gross employment development on brownfield land	✓	✓	1,5,6,9	
No ~~increase in number of~~ new homes and employment premises at risk of flooding	2,8	JP-S 1,and 5 JP-P 1	~~% of homes at risk of flooding~~ No. of planning permissions approved against EA advice	✓	✓		All allocations with housing development

~~PfE KPI/Target Baseline at 2020 unless otherwise stated~~ Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	~~Policy Outcome/~~Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
		JP-S 1 and 5 JP-P 1	~~% of commercial premises at risk of flooding~~ No. of planning permissions approved against EA advice	✓	✓		All allocations with employment development
Improve air quality	2,5,7,8,10	JP-S 1, S 2 and S 6	~~Number of EV charging points~~				
			~~% of development within 800m of transport hubs~~				
			~~Number of controlled parking zones around schools and early years' settings~~				
			Exceedance of the legal level of NO2 (as an Annual Mean) in local AQMA and Clean Air Plan Monitoring	✓	✓		
Jobs							
Improve productivity	3,5,10	JP-Strat 1 to 12, JP-J 1	% increase in GVA per job	✓	✓	1,5,6,9	
Increased number of jobs	3,5,10	JP-Strat 1 to 12 JP-J 1 and 2	Proportion of our residents (working age) in employment	✓	✓	1,5,6,9	

~~PfE KPI/Target Baseline at 2020 unless otherwise stated~~ Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	~~Policy Outcome/~~Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
Improve access to jobs	4,5	JP-Strat 1 to 12 JP-J 1	Number of local labour agreements	✓	✓		
Increase overall ~~employment land~~ office floorspace by 2 million sq.m by 2039	3,5	JP-Strat 1 to 12 JP-J 1 to 3	~~Deliver 3.3 million sq. m. industry and warehousing by 2037~~ Increase in office floorspace (gross)	✓	✓	1,5,6,9	All allocations with office development
Increase overall industry and warehousing floorspace by 3.5 million sq. m by 2039	3,5	JP-Strat 1 and 4 to 11, JP-J 1, 2 and 4	Increase in industry and warehousing floorspace (gross)	✓	✓	1,5,6,9	All allocations with industry or warehousing development
Secure main town centres as local economic drivers	1,2,3,5,6,7,9	JP-Strat 1, 6, 9 and 12 JP-P 4	No of residential units (net) delivered in main town centres	✓	✓		
			GVA in and within 800m of the main town centres	✓	✓		
Homes							
Deliver net increase in new homes	1,2,3,5,7,10	JP-Strat 1 to 3, 5 to 9, 11 and 12, JP-H 1	Deliver approx. ~~8,700~~ 9,063 annually by 2025	✓	✓	1,5,6,9	All allocations with housing development
			Deliver approx. ~~10,300~~ 10,305 annually by 2030	✓	✓	1,5,6,9	All allocations with housing development
			Deliver approx. ~~11,200~~ 10,719 annually by 203~~7~~9	✓	✓	1,5,6,9	All allocations with housing development

~~PfE KPI/Target Baseline at 2020 unless otherwise stated~~ Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	~~Policy Outcome/~~Indicators	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
~~Increase no of additional affordable homes~~ Maximise delivery of additional affordable homes	1,2,5,10	JP-H 1 and H2	~~Deliver our share of 50,000 additional affordable homes by 2037~~ No. of new affordable homes completed	✓	✓		All allocations with housing development
			~~Number of people removed from the waiting list~~				
Increase the number of homes meeting Nationally Described Space Standard (NDSS)	1,2,5,10	JP-H 3	% new homes meeting Nationally Described Space Standard (NDSS)	✓	✓		
Increase the number of new homes meeting Accessible & Adaptable (A&A) standard	1,2,5,10	JP-H 3	% new homes meeting Accessible & Adaptable (A&A) standard	✓	✓		
Greener							
Enhance the green infrastructure network	2,5,7,8,9,10	JP-Strat 2, 3, 5, 12 and 13 JP-G 1 to 6, 9 and 10 JP-P 1	~~Number of developments delivering a 10% gain in biodiversity~~ Gross area of new habitat created from the application of biodiversity net gain	✓	✓	1,5,6,9	All allocations

~~PfE KPI/Target Baseline at 2020 unless otherwise stated~~ Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	~~Policy Outcome/~~Indicators~~s~~	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
		JP-Strat 13 JP-G 1 to 5, 9 and 10 JP-P 1	Number, area and condition of sites of biological importance (SBIs)	✓	✓		All allocations
Increase tree planting	2,5,7,8,9,10	JP-G 7	Number of trees planted annually (metric to be determined with respect to tree planting programmes and on site delivery as a result of planning decisions where available)	✓	✓		
Increase access to green infrastructure	2,5,7,8,9,10	JP-Strat 2, 3, 5, 12 and 13 JP-G 2 to 6 , 9 and 10 JP-P 6	Number of hectares of ~~new~~ green infrastructure (metric will consider publicly accessible GI where information is available)	✓	✓	1,5,6,9	
People							
~~High quality design:~~	~~2~~		~~Increase % of new buildings consistent with National Design Guide~~				
Conserve, sustain and enhance our historic environment and heritage assets	2,4	JP-Strat 1 to 3, 6 and 12, JP-P 1, 2 and 3	Increase % of buildings on the "at risk register" with a strategy for their repair and re-use	✓	✓		

~~PfE KPI/Target Baseline at 2020 unless otherwise stated~~ Policy Outcome	Places for Everyone Strategic Objective	Relevant PfE policy	~~Policy Outcome/~~Indicator~~s~~	Geographical level to which indicator is monitored			
				Full PfE Area	District	Spatial Strategy Areas set out in Policies JP-Strat 1, 5, 6 and 9	Allocations
~~Improve the cultural offer:~~	~~2,4~~		~~Number of new cultural facilities~~				
Provision of additional school places to support new development	2,9	JP-Strat 1, 2 and 9 JP-P 1 and 5	~~Increased n~~Numbers of school places (Annual School Capacity survey). *Consideration of 'headroom' statistics where available.	✓	✓		
~~Increase the % of working age population with Higher Level (4+) qualification(s) and reduce the % of working age population with sub Level 2 qualification(s)~~ Workforce is ready to benefit from new employment opportunities	3,5	JP-Strat 5, 6, 9, 11 and 12 JP-P 5	~~Workforce is ready to benefit from new employment opportunities~~ % of working age population with Higher Level (4+) qualification(s) and % of working age population with sub Level 2 qualification	✓	✓	5,6	
Connected							

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

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

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

Annex 2

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

Bolton Council

Table A.1 Replaced Bolton Local Plan Policies

Bolton Core Strategy (2011) - Existing Policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
H1 Healthy Bolton	JP-P6	All
A1 Achieving Bolton	JP-P5	All
P1 Employment land	JP-J2, JP-J3 and JP-J4	All
P3.1 Waste hierarchy	JP-S7	All
P5.1 Accessibility by different types of transport	JP-C1	All
P5.2 Accessibility by public transport	JP-C3	All
P5.3 Freight movement	JP-C6	All
P5.4 Servicing arrangements	JP-C7	All
P5.6 Transport needs of people with disabilities	JP-C4	All
P5.7 Transport assessments and travel plans	JP-C7	All
S1 Safe Bolton	JP-C7 and JP-P1	All

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

Bury Council

Table A.2 Replaced Bury Local Plan Policies

Bury Unitary Development Plan (1997) - Existing Policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
EC1 Employment Land Provision	JP-J1	All
EC2 Existing Industrial Areas and Premises	JP-J2 and JP-J4	All
EC3 Improvement of Older Industrial Areas and Premises	JP-J2	All

EC3/1 Measures to Improve Industrial Areas	JP-J2	All
EC5 Offices	JP-J3	All
H1 Housing Land Provision	JP-H1	All
H2 Housing Environment and Design	JP-H3	All
H4 Housing Need	JP-H3	All
EN1 Environment	JP-P1	All
EN1/1 Visual Amenity	JP-P1	All
EN1/3 Landscaping Provision	JP-P1	All
EN1/11 Public Utility Infrastructure	JP-P1	All
EN2 Conservation and Listed Buildings	JP-P2	All
EN4 Energy Conservation	JP-S2 and JP-S3	All
EN4/1 Renewable Energy	JP-S2 and JP-S3	All
EN4/2 Energy Efficiency	JP-S2 and JP-S3	All
EN5 Flood Protection and Defence	JP-S5	All
EN5/1 New Development and Flood Risk	JP-S5	All
EN6 Conservation of the Natural Environment	JP-G9	All
EN6/5 Sites of Geological Interest	JP-G9	All
EN7 Pollution Control	JP-P1	All
EN7/1 Atmospheric Pollution	JP-S6	All
EN8 Woodland and Trees	JP-G7	All
EN9 Landscape	JP-G1	All

EN9/1 Special Landscape Area	JP-G1	All
OL1 Green Belt	JP-G10	All
OL1/1 Designation of Green Belt	JP-G10	All
OL3 Urban Open Space	JP-G6	All
OL3/1 Protection of Urban Open Space	JP-G6	All
OL5 River Valleys	JP-G2 and JP-G3	All
RT1 – Existing Provision for Recreation in the Urban Area	JP-P7	All
RT2/3 Education Recreation Facilities	JP-P7	All
RT2/4 Dual-Use of Education Facilities	JP-P7	All
RT3 Recreation In The Countryside	JP-G3, JP-G2 and JP-G5	All
HT1 A Balanced Transportation Strategy	JP-C1, JP-P1 and JP-C4	All
HT2/6 – Replacement Car Parking	JP-C7	All
HT2/10 – Development Affecting Trunk Roads	JP-C7	All
HT3 Public Transport	JP-C1 and JP-C3	All
HT4 New Development	JP-C7	All
HT6 Pedestrians and Cyclists	JP-C1, JP-C4 and JP-C5	All
HT6/2 – Pedestrian/Vehicular Conflict	JP-C4 and JP-C5	All
HT7 Freight	JP-C6	All
CF1 Proposals for New and Improved Community Facilities	JP-P1 and JP-P3	All

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

Manchester City Council

Table A.3 Replaced Manchester Local Plan Policies

Manchester Core Strategy (2012) - Existing Policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
SP1 Spatial Principles (Partially)	JP-S1	• Last but one bullet
EC1 Employment and Economic Growth in Manchester (Partially)	JP-J3 and JP-J4	• 1st paragraph including 'Offices (B1a) - 140ha

		Research and Development and Industry (B1b, B1c and B2) - 25 ha Distribution and Warehousing (B8) - 35ha ' • distribution figures in key location bullet points
H1 Overall Housing Provision (Partially)	JP-H1	• first paragraph • trajectory • sentence in brackets in 2nd paragraph • 1st sentence of 5th paragraph
H2 Strategic Housing Location (Partially)	JP S1, JP S2 and JP S5 JP-H4	• '40-50 dwellings per hectare' from 1st bullet of 2nd paragraph
H8 Affordable Housing (Partially)	JP-H2	• last sentence of bullet 1
T1 Sustainable Transport (Partially)	JP-C1	• final bullet point
EN3 Heritage (Partially)	JP-P2	• 2nd paragraph
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Partially)	JP-S2	• 1st bullet including indented bullets on Energy Hierarchy

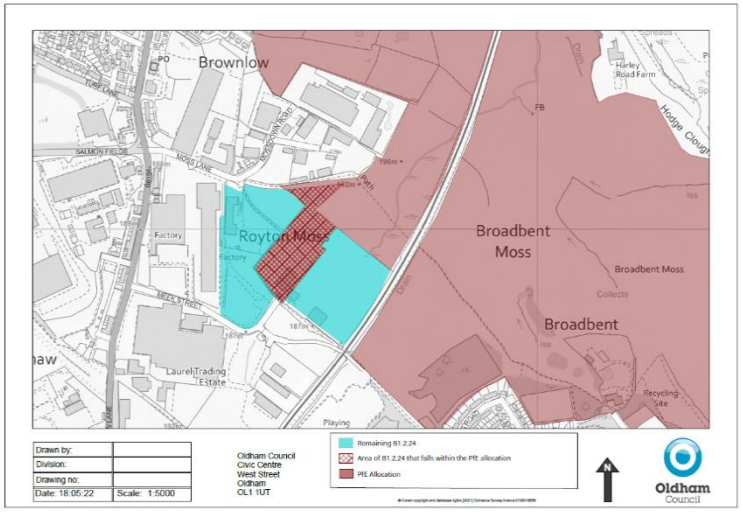
EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (Partially)	JP-S2	• 'shown in Tables 12.1 or 12.2' from 1st sentence of 1st paragraph • 2nd, 3rd, 4th and 5th paragraphs • tables 12.1 and 12.2
EN8 Adaption to Climate Change (Partially)	JP-S2, JP-S5 and JP-G9 and JP-S4	• 1st and 4th bullet points
EN14 Flood Risk (Partially)	JP-S5 JP-G9	• 3rd bullet point except final sentence
EN15 Biodiversity and Geological Conservation (Partially)	JP-G9	• 'either on-site or adjacent to the site' in second paragraph • last sentence
EN16 Air Quality (Partially)	JP-S6	• ', and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport' from 1st sentence.
EN17 Water Quality (Partially)	JP-S5	• 2nd bullet point

Oldham Council

Table A.4 Replaced Oldham Local Plan Policies

Oldham Joint Core Strategy and Development Management Policies Development Plan Document (2011) – existing policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
3 An Address of Choice (Partially)	JP-H1	Section of policy on Distribution of Housing (including Table 5 - Current distribution of housing within District Partnership areas (based on the 2009 SHLAA)) Paragraphs 5.41 to 5.45 Table 6 – Current distribution of housing land types within District Partnership areas (based on the 2009 SHLAA findings)
4 Promoting Sustainable Regeneration and Prosperity (Partially)	JP-J3 and JP-J4	Second and third paragraph of policy wording. Paragraphs 5.51 and 5.52 of the reasoned justification
5 Promoting Accessibility and Sustainable Transport Modes (Partially)	JP-C3, JP-C4, JP-C5 and JP-C7	Policy requirements b) to j) Paragraphs 5.59 and 5.60 of the reasoned justification

18 Energy (Partially)	JP-S2	Section of policy on Carbon Dioxide Reduction Targets (including Table 8 – Energy Infrastructure Framework) Paragraphs 6.93 to 6.105 of the reasoned justification
19 Flooding (Partially)	JP-S5, JP-G3 JP-D1	Policy requirements a), b), c) and e) are superseded and replaced by policy JP-S5 Policy requirement d) is superseded by Policy JP-G3 Policy requirement f) is superseded by Policy JP-D1. Paragraphs 6.113 to 6.116 of the reasoned justification.
20 Design	JP-P1	The entirety of Policy 20 is superseded by Policy JP-P1
22 Protecting Open Land (Partially)	JPA12, JPA14, JPA15 JPA16 and JP-G10 JPA15 Chew Brook Vale JPA12 Beal Valley JPA14 Broadbent Moss JPA16 Cowlishaw	Policy wording 'The 2006 UDP Policy OE1.8 'Major Developed Site in Green Belt 'will be saved and will be assessed in the Site Allocations DPD' and paragraph 6.140 from the reasoned justification. The following areas of Other Protected Open Land (OPOL) will be de-designated (and their reference removed from paragraph 6.141 of the reasoned justification) as they are included in the boundary of strategic allocations: OPOL 9 – Bullcote Lane, Royton OPOL 10 – Shawside, Shaw (Moss Hey) OPOL 22 – Cowlishaw, Shaw

	JPA14 Broadbent Moss JP-G10	Policy wording 'Development on LRFD will only be granted where it would be acceptable in the Green Belt and which would not prejudice the later development of LRFD beyond the life of the LDF' and paragraph 6.143 from the reasoned justification.
25 Developer Contributions	JP-D2	The entirety of Policy 25 is superseded by Policy JP-D2
Saved UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton	JPA14 Broadbent Moss	Part of policy B1.1.24 as shown on plan below 
Saved UDP Policy H1.2.17 Housing Land Release Phase II	JPA17 Land south of Coal Pit Lane	The entirety of policy H1.2.17 is superseded by Policy JPA17

Saved UDP Policy OE1.8 Major Developed Site in the Green Belt	JPA15 Chew Brook Vale	The entirety of Policy OE1.8 is superseded by Policy JPA15

Rochdale Council

Table A.5 Replaced Rochdale Local Plan Policies

Rochdale Core Strategy (2016) – Existing policy	**Replaced by PFE policy/policies**	**Sections of the policy to be superseded**
E2 Increasing jobs and prosperity (Partially)	JP-J3 and JP-J4	'up to 210 ha' in first bullet point of policy
E4 Managing the release of land to meet future employment needs	JP-J1, JP-J2, JP-J3 and JP-J4	All
C1 Delivering the right amount of housing in the right places (Partially)	JP-H1	• 'to deliver at least 460 net additional dwellings per year up to 2028' in the first sentence of the policy • - '460' in first sentence of paragraph 8.6 of the supporting text
G1 Tackling and adapting to climate change	JP-S1, JP-S2 and JP-S3	All
G2 Energy and new development	JP-S1, JP-S2 and JP-S3	All

G3 Renewable and low carbon energy developments (Partially)	JP-S1, JP-S2 and JP-S3	Delete the first paragraph of policy G3. The general approach to renewable and low carbon energy developments is more up to date and provided in more detail within PfE policies
G4 Protecting Green Belt land	JP-G10	All
G5 Managing protected open land (Partially)	JP-G10	Need to remove the references to existing areas of POL in the policy that are changing as a result of allocations or land going into the Green Belt.

Salford Council

~~*Table A.6 Replaced Salford Local Plan Policies*~~

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

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

Tameside Council

Table A.7 Replaced Tameside Local Plan Policies

The Tameside Unitary Development Plan (2004) – Existing Policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
H1 Housing Land Provision (Partially)	JP-H1	• First paragraph • Second paragraph

		• The words “and to inform the need for plan review” from end of fifth paragraph • Sixth paragraph
H7 Mixed Use and Density (Partially)	JP-H4	Paragraph (b)
OL1 Protection of the Green Belt	JP-G10	All
OL2 Existing Buildings in the Green Belt	JP-G10	All
OL3 Major Developed Sites in the Green Belt	JP-G10	All
T7 Cycling (Partially)	JP-C5 and JP-C7	Fourth paragraph
T8 Walking (Partially)	JP-C5 and JP-C7	Fourth paragraph
MW14 Air Quality (Partially)	JP-S6	All
U4 Flood Prevention (Partially)	JP-S5	First paragraph

Trafford Council

Table A.8 Replaced Trafford Local Plan Policies

Trafford Core Strategy (2012) – existing policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
SL1 Pomona Island (Partially)	JP-Strat 5	SL1.1 only
SL2 Trafford Wharfside (Partially)	JP-Strat1 and JP-Strat3	SL2.1 only
SL5 Carrington (Partially)	~~JP-S9, JP-S11 and JPA33~~ JP-Strat 9 JP-Strat11 JP-A~~llocation~~33	All
L1 Land for New Homes (Partially)	JP-H1 and JP-H4	L1.2 L1.3 L1.6 L1.7 L1.8
~~L2 Meeting Housing Needs (Partially)~~	~~JP-H2 and JP-H3~~	All

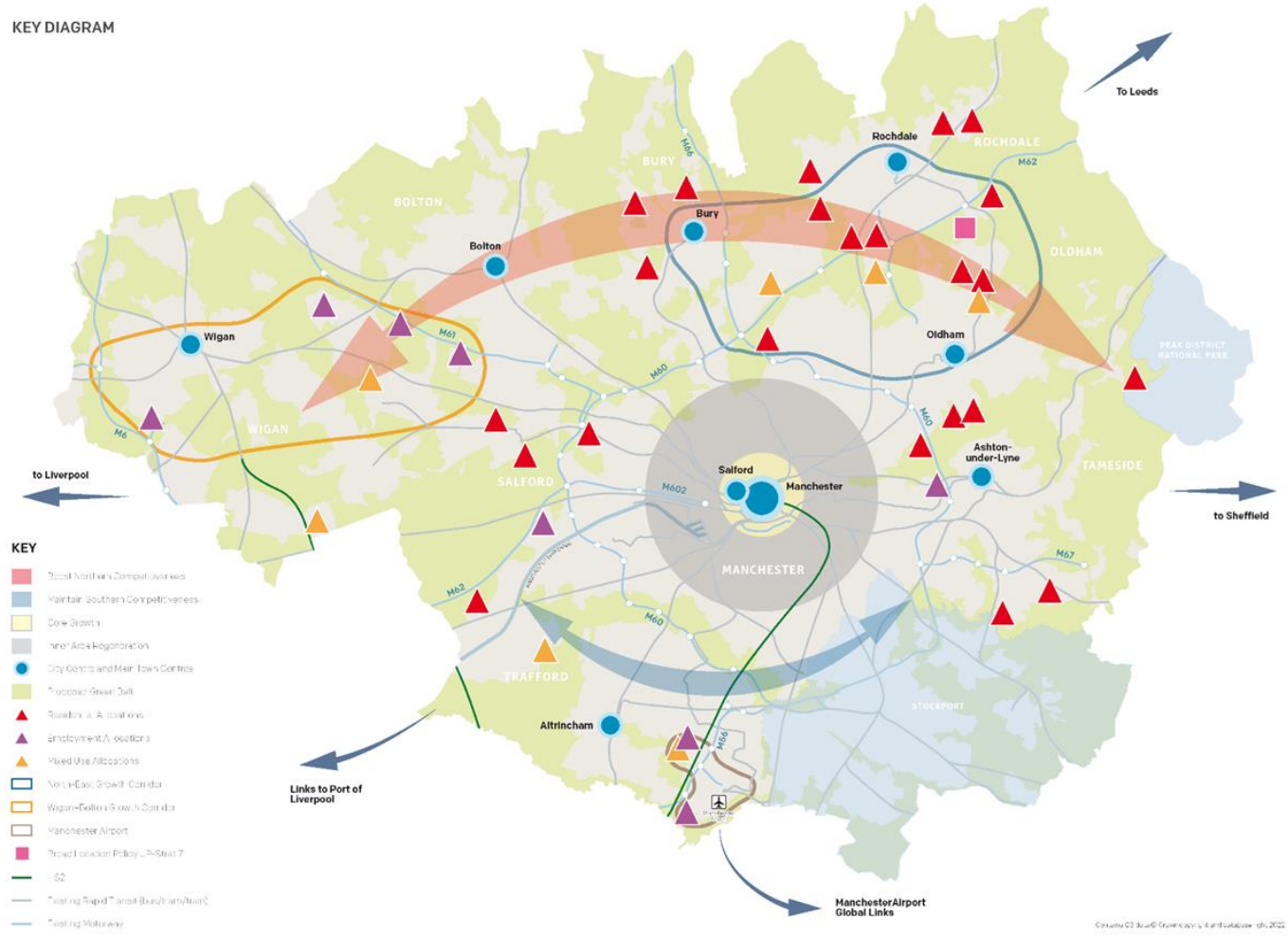
Trafford Core Strategy (2012) – existing policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
~~L3 Regeneration and Reducing Inequalities (Partially)~~	~~JP-S5 and JP-S11~~	All
L4 Sustainable Transport and Accessibility (Partially)	JP-S14, JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7 JPA33	L4.1 parts (a), (b), (d) L4.2 L4.3~~L~~ L4.4 L4.5 L4.10 (T8) partially L4.13
L5 Climate Change (Partially)	JP-S2, JP-S3, JP-S5 and JP-S6	L5.2 L5.3 L5.4 L5.5 L5.6 L5.7 L5.8 L5.9 L5.11 L5.12

Trafford Core Strategy (2012) – existing policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
		L5.15
~~L6 Waste (Partially)~~	~~JP-S7~~	All
L7 Design (Partially)	JP-P1	L7.1 L7.2 bullet points 3, 4, 5 and 6 L7.3 bullet point 1 L7.4 L7.5
L8 Planning Obligations (Partially)	JP-D1 and JP-D2	L8.1 L8.10
W1 Economy (Partially)	JP-Strat1, JP-Strat3, JP-Strat5, JP-Strat9, JP-Strat10, JP-Strat12 JP-J1, JP-J2, JP-J3 JP-A~~LLOCATION~~3.2 JP-A~~LLOCATION~~33	W1.3 W1.4 W1.5 W1.6 W1.7 W1.9 W.14
~~W2 Town Centres and Retail (Partially)~~	~~JP-S9, JP-S12 and JP-P4~~	All
~~W3 Minerals~~	~~JP-S7~~	All

Trafford Core Strategy (2012) – existing policy	**Replaced by PFE policy/policies**	**Sections of policy to be superseded**
R1 Historic Environment (Partially)	JP-P2	R1.2 R1.8
R2 Natural Environment (Partially)	JP-Strat13, JP-G1, JP-G3, JP-G4, JP-G7, JP-G9 and ~~JP-G10~~ JP-P2	All
~~R3 Green Infrastructure (Partially)~~	~~JP-S13, JP-G2, JP-G3, JP-G4, JP-G7 and JP-G9~~	~~R3.1~~ ~~R3.2~~
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	JP-Strat 9, JP-S Strat 10, JP-Strat 11, ~~JP-G11~~, JP-G12, JPA3.2 and JPA33	R4.1 R4.2 R4.3 R4.4 R4.5 R4.7 R4.8
~~R5 Open Space, Sport and Recreation (Partially)~~	~~P-G6 and JP-P7~~	All
~~R6 Culture and Tourism (Partially)~~	~~JP-P3~~	~~R6.2 only~~

Wigan Council

Table A.9 Replaced Wigan Local Plan Policies

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

Annex 3 – Figure 3.1 Key Diagram