DP01



Places for Everyone

Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan

2022 - 2039

Adopted **21 March 2024**

Blank Page

Foreword

The Greater Manchester Strategy sets out a bold and ambitious vision for our city region - putting our great Northern city-region on a strong footing to further build on our devolution successes to date, deliver against our shared strategic priorities, and further maximise our collective strength & leverage nationally and within the global economy.

We need an ambitious and strategic spatial plan to help us deliver better, more affordable homes, better jobs, and better transport and infrastructure for everyone in our boroughs; we want to make the best use of brownfield land while protecting green spaces including Green Belt land from unplanned development; we want development to happen in places where we want it, supported by necessary infrastructure and not be dictated by planning appeals.

The Places for Everyone Joint Development Plan of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan Councils sits at the foundations of our proposals to improve employment opportunities for our communities, build the right homes in the right places, rejuvenate green spaces and reshape town centres. As a long-term plan for jobs, new homes, and sustainable growth it will enable us to tackle the inequalities experienced by so many of our communities.

The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth by focusing significant growth in jobs and housing at the core; boosting northern competitiveness through provision of significant new employment and housing opportunities and infrastructure and supporting key economic drivers in the south.

The strong desire for the plan to make the most of the existing land supply in the urban area is reflected in the Plan. 90% of the land identified for housing in the plan is in the urban area. We have defined a new Green Belt boundary which will endure for years to come and will help us protect our communities from unplanned development through the identification of a robust housing land supply pipeline which means we are able to meet the government's housing targets for the 9 local planning authorities.

The Plan has not been prepared in isolation. It has been developed alongside the Greater Manchester Five-Year Transport Delivery Plan ensuring that new residential and commercial sites are supported by good transport infrastructure, including Metrolink stops and active travel routes. And it sits alongside and supports the Greater Manchester Housing Strategy, 5 Year Environment Plan, Digital and Cultural Strategies.

The Plan plays a critical role in helping to tackle the climate crisis and meet our commitment to be carbon neutral by 2038, by setting out our expectations for new development including setting out a pathway for new development to be net zero carbon by 2028.

Foreword

Every Council has a statutory duty to prepare a local plan, with a requirement set in law that planning decisions must be taken in line with the Local Plan unless material considerations indicate otherwise. The Places for Everyone Plan now forms part of the development plan of the 9 districts, however it is a strategic plan and it does not cover everything that a local plan would. The 9 districts will take forward Local Plans which will set out more detailed policies including both strategic and non-strategic policies reflecting local circumstances as appropriate.

The Plan is the result of a process that began with the publication of the first Greater Manchester Spatial Framework in 2016. It has been informed by the feedback received from residents, businesses and community organisations. The final stage in the process was an independent examination by three Inspectors, appointed by the government, to examine whether the submitted plan met the tests of soundness defined in the National Planning Policy Framework (NPPF) and all the relevant legislative requirements.

Following receipt of the Inspectors' report, all nine authorities resolved to adopt the plan with effect from 21 March 2024. This means that this Plan is now part of the development plan for each of the nine authorities and will be used in shaping the future of these communities.

PAUL DENNETT GM Portfolio Lead Housing, Homelessness and Infrastructure

March 2024

Contents

Introduction 1

Context 17

Vision 33

Strategic Objectives 36

Strategy 41

Policy JP-Strat1: Core Growth Area 49

Policy JP-Strat2: City Centre 50

Policy JP-Strat3: The Quays 52

Policy JP-Strat4: Port Salford 54

Policy JP-Strat5: Inner Areas 57

Policy JP-Strat6: Northern Areas 58

Policy JP-Strat7: North-East Growth Corridor 61

Policy JP-Strat8: Wigan-Bolton Growth Corridor 64

Policy JP-Strat9: Southern Areas 67

Policy JP-Strat10: Manchester Airport 69

Policy JP-Strat11: New Carrington 72

Policy JP-Strat12: Main Town Centres 74

Policy JP-Strat13: Strategic Green Infrastructure 75

Policy JP-Strat14: A Sustainable and Integrated Transport Network 77

Sustainable and Resilient Places 79

Policy JP-S1: Sustainable Development 80

Policy JP-S2: Carbon and Energy 87

Policy JP-S3: Heat and Energy Networks 91

Policy JP-S4: Flood Risk and the Water Environment 94

Policy JP-S5: Clean Air 100

Policy JP-S6: Resource Efficiency 102

Contents

Places for Jobs 105

Policy JP-J1: Supporting Long-Term Economic Growth 110
Policy JP-J2: Employment Sites and Premises 112
Policy JP-J3: Office Development 114
Policy JP-J4: Industry and Warehousing Development 118

Places for Homes 123

Policy JP-H1: Scale, Distribution and Phasing of New Housing Development 131
Policy JP-H2: Affordability of New Housing 134
Policy JP-H3: Type, Size and Design of New Housing 136
Policy JP-H4: Density of New Housing 138

Greener Places 141

Policy JP-G1: Landscape Character 143
Policy JP-G2: Green Infrastructure Network 149
Policy JP-G3: River Valleys and Waterways 153
Policy JP-G4: Lowland Wetlands and Mosslands 156
Policy JP-G5: Uplands 158
Policy JP-G6: Urban Green Space 161
Policy JP-G7: Trees and Woodland 163
Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity 167
Policy JP-G9: The Green Belt 170

Places for People 173

Policy JP-P1: Sustainable Places 177
Policy JP-P2: Heritage 180
Policy JP-P3: Cultural Facilities 182
Policy JP-P4: New Retail and Leisure Uses in Town Centres 184
Policy JP-P5: Education, Skills and Knowledge 186
Policy JP-P6: Health 188
Policy JP-P7: Sport and Recreation 190

Connected Places 193

Policy JP-C1: An Integrated Network 202
Policy JP-C2: Digital Connectivity 204
Policy JP-C3: Public Transport 207
Policy JP-C4: The Strategic Road Network 208
Policy JP-C5: Streets for All 211
Policy JP-C6: Walking and Cycling 213
Policy JP-C7: Freight and Logistics 215
Policy JP-C8: Transport Requirements of New Development 217

Allocations 223

Policy JP Allocation 1.1: Heywood / Pilsworth (Northern Gateway) 233
Policy JP Allocation 1.2: Simister and Bowlee (Northern Gateway) 240
Policy JP Allocation 2: Stakehill 244
Policy JP Allocation 3.1: Medipark 252
Policy JP Allocation 3.2: Timperley Wedge 254
Policy JP Allocation 4: Bewshill Farm 268
Policy JP Allocation 5: Chequerbent North 270
Policy JP Allocation 6: West of Wingates / M61 Junction 6 272
Policy JP Allocation 7: Elton Reservoir 278
Policy JP Allocation 8: Seedfield 283
Policy JP Allocation 9: Walshaw 286
Policy JP Allocation 10: Beal Valley 294
Policy JP Allocation 11: Bottom Field Farm (Woodhouses) 299
Policy JP Allocation 12: Broadbent Moss 302
Policy JP Allocation 13: Chew Brook Vale (Robert Fletchers) 308
Policy JP Allocation 14: Cowlishaw 313
Policy JP Allocation 15: Land South of Coal Pit Lane (Ashton Road) 317
Policy JP Allocation 16: South of Rosary Road 321
Policy JP Allocation 17: Bamford / Norden 328

Contents

Policy JP Allocation 18: Castleton Sidings 332
Policy JP Allocation 19: Crimble Mill 335
Policy JP Allocation 20: Land North of Smithy Bridge 339
Policy JP Allocation 21: Newhey Quarry 343
Policy JP Allocation 22: Roch Valley 346
Policy JP Allocation 23: Trows Farm 350
Policy JP Allocation 24: Land at Hazelhurst Farm 356
Policy JP Allocation 25: East of Boothstown 359
Policy JP Allocation 26: Port Salford Extension 363
Policy JP Allocation 27: Ashton Moss West 370
Policy JP Allocation 28: Godley Green Garden Village 375
Policy JP Allocation 29: South of Hyde 381
Policy JP Allocation 30: New Carrington 390
Policy JP Allocation 31: M6 Junction 25 406
Policy JP Allocation 32: North of Mosley Common 409
Policy JP Allocation 33: Pocket Nook 413
Policy JP Allocation 34: West of Gibfield 416

Delivering the Plan **421**

Policy JP-D1: Infrastructure Implementation 423
Policy JP-D2: Developer Contributions 428
Table 12.1 Places for Everyone Monitoring Framework – Sustainable and Resilient 430
Table 12.2 Places for Everyone Monitoring Framework – Jobs 431
Table 12.3 Places for Everyone Monitoring Framework – Homes 432
Table 12.4 Places for Everyone Monitoring Framework – Greener 433
Table 12.5 Places for Everyone Monitoring Framework – People 434
Table 12.6 Places for Everyone Monitoring Framework – Connected 435
Table 12.7 Places for Everyone Monitoring Framework – Delivering the Plan 436

Contents

Appendix A: Replaced District Local Plan Policies 441

Appendix B: Additions to the Green Belt 457

Policy Green Belt Addition 1: Horwich Golf Club / Knowles Farm 460
Policy Green Belt Addition 2: Pigs Lea Brook 461
Policy Green Belt Addition 3: Woolfold, Bury 462
Policy Green Belt Addition 4: Chesham, Bury 463
Policy Green Belt Addition 5: Land west of Stakehill Business Park 464
Policy Green Belt Addition 6: Land at Summit, Heywood 465
Policy Green Belt Addition 7: Land South East of Slack Brook Open Space 466
Policy Green Belt Addition 8: Part of Logistics North Country Park 467
Policy Green Belt Addition 9: Land West of Burgess Farm 468
Policy Green Belt Addition 10: Fox Platt Mossley 469
Policy Green Belt Addition 11: Manor Farm Close, Waterloo, Ashton-Under-Lyne 470
Policy Green Belt Addition 12: Cowbury Green, Long Row, Carrbrook, Stalybridge 471
Policy Green Belt Addition 13: Woodview, South View, Carrbrook, Stalybridge 472
Policy Green Belt Addition 14: Broadbottom Road, Broadbottom 473
Policy Green Belt Addition 15: Cemetery Road, Denton 474
Policy Green Belt Addition 16: Hyde Road, Mottram 475
Policy Green Belt Addition 17: Ashworth Lane, Mottram 476
Policy Green Belt Addition 18: Midlands Farm, Moss Lane 477
Policy Green Belt Addition 19: Land off Fir Tree Street, Ince 478

Appendix C: Places for Everyone Policies Map 481

Appendix D: Indicative Transport Mitigation 485

Blank Page

Introduction



Background

1.1 In January 2019 Greater Manchester set out bold plans to give people, communities and businesses hope and confidence for the future. They described how a pioneering Greater Manchester was 'open for business' globally, how we would thrive and prosper into the future, how we would support everyone to reach their full potential, and how we would ensure that nobody was left behind - the Future of GM.

1.2 Collectively our plans are focused on delivering the ambitions in the Greater Manchester Strategy: a good start in life for everyone; good opportunities for our young people to equip them for life; good work and the best jobs in a valuable, productive, zero carbon economy; safe, secure housing in inclusive and diverse communities; a good cultural and leisure offer for everyone; a green city-region; good health and support for people to live fulfilling lives, with quality care for those who need it; to be a good place to grow older and to be a place where everyone is connected – socially, digitally and by a clean, integrated and accessible transport system.

1.3 Those plans have been put into action, delivering:

- Significant falls in homelessness
- An increase in new homes;
- An economic plan for the city region, agreed with Government in a Local Industrial Strategy, delivering growth in GM's world-leading sectors, and tacking low pay and insecure work through our Good Employment Charter;
- The delivery of a new Metrolink line, and Opportunity Pass giving young people free bus travel;
- Help for many people to get back into employment through our Working Well programmes of support;
- Improvements to connectivity including through promotion of active travel and the extension of full fibre;
- Programmes to support increased levels of school readiness.

1.4 Since we set out that vision and plans for the Future of GM, Covid-19 has had an unprecedented health and economic impact on the city region as a whole. It has affected every person and every business in every part of our boroughs; however the impact has been unequal and unfair, starkly highlighting and deepening the inequalities we know have existed for many years and which we were beginning to change. There is now a substantive body of evidence proving that more deprived areas and our ethnic minority communities are experiencing higher mortality rates from Covid than other areas and communities.

1.5 The health impacts are ongoing, however the impacts on the economy are only just beginning to be understood. Many more people in our boroughs are now experiencing unemployment, businesses have closed or reduced staff numbers, with far more redundancies and business closures anticipated.

1.6 Covid 19 has had a major impact on the way people live and work over the shorter term with a high degree of uncertainty over its impact in the long term. In response the Government has been very clear that we need to positively plan for recovery. The Government first made commitments to supporting economic recovery in mid-2020, for example with the Prime Minister's Build, Build, Build announcement at the end of June 2020 setting a context for England as we recover from Covid-19.

1.7 Additionally, the Chancellor's Statement at the beginning of July sought to kick-start the UK's economic recovery. A three point Plan for Jobs was unveiled to support, protect and create jobs, with total fiscal support amounting to £30 billion. Since then the Government has made a number of further announcements, committing to supporting the recovery of the economy post-pandemic, including within the Covid-19 Response - Spring 2021 and the March 2021 Budget.

1.8 Whilst the arrival of Covid 19 was not anticipated and its impact is very significant, our approach needs to be flexible to address unpredictable challenges that will arise over the course of any long-term strategy. The Greater Manchester Independent Prosperity Review: One Year On report acknowledges that there is a high degree of uncertainty about the speed and pace of the economic recovery from Covid 19, let alone what the final impact will be, however the chair of the panel, Professor Diane Coyle concludes: "All of us agree with Professor Ed Glaeser's crucial observation that now is not the time to lose confidence in the driving role that major city-regions have always played in improving collective prosperity and in leading national recovery from major traumas."

1.9 The emergence of a global pandemic in March 2020 rightly resulted in the Greater Manchester authorities pausing the production of the then joint development plan, the GMSF 2020, to understand what, if any, actions should be taken in relation to the level of development being proposed. An initial assessment of the potential impacts of Covid-19 on the economy, including the housing market, was carried out prior to the draft GMSF 2020 being considered by the Greater Manchester authorities. At that time it was considered there was insufficient evidence (either at a national or local level) to change the assumptions behind our growth targets. An update to that initial assessment has since been carried out to inform the production of this Plan and although

slightly over a year has passed since the pandemic emerged, the update concluded that there remains insufficient evidence to amend the assumptions behind the growth targets underpinning the Places for Everyone Plan.

1.10 Whilst it is recognised that the country is still in a state of flux, it is very clear that to delay the production of a strategic plan of this nature further could have a negative effect on the proper planning of the nine boroughs and therefore their recovery. Instead it is considered appropriate to proceed as a plan of the nine boroughs, excluding Stockport, but to use the process of plan review to monitor the situation and if necessary, to undertake a formal review outside of statutory review timetable.

1.11 It is vital that we have bold plans, shaping a better future for our communities – building back better - rather than a future being shaped by others, building back the same. Covid has exposed economic and societal issues to address, and the need for a new approach with people at its heart, which embraces diversity, tackles inequalities, builds resilience and rebuilds productivity.

A renewed vision

1.12 In these extremely challenging times, the need for bold ambitious plans for good quality employment are critical. We are striving to define our new 'normal' however we know that we need to continue to invest in our city and town centres to drive our recovery. We need to continue to develop our Research and Development capabilities underpinned by our excellent academic institutions as well as investing in strengthening existing, and creating new, employment locations so that we are all able to contribute to, and benefit from, growth as part of a thriving Northern Powerhouse.

1.13 Jobs are not enough however if our residents lack the skills to take advantage of the opportunities. It is essential we create the conditions for everyone to reach their full potential. We need to both develop a skills offering that meets the needs of employers to support growing innovative businesses as well as support companies and individuals who need to work differently/in different sectors as a result of Covid. Of course, we need to underpin all of this with quality education, work and skills provision across the Plan area: using science and digital to engage people at a young age; developing a clear line of sight to opportunities; guaranteeing opportunities for all young people; and support those furthest from the labour market back into work.

1.14 Our vision is to have capitalised on the opportunities highlighted by the recent pandemic, for example the increase in cycling and walking and the acceleration in flexible working and harnessed this to cement real benefits for our towns

and cities. This offers a real opportunity to support the transition of our centres as they experience the continued (and possibly accelerated) decline in their traditional retail role. Our boroughs need to be places where we can meet the housing needs of our residents, where all of our people can access the services, they require through high quality digital communications. And one of the biggest lessons of the pandemic is the importance of good quality greenspace close to where people live. This is particularly important in our densely populated and deprived neighbourhoods. Urban greenspace is under pressure and needs to be protected and enhanced wherever possible. The proposals for the first city centre park at Mayfield has led the way.

1.15 Our ambitions to be carbon neutral by 2038 have never been more necessary – we need to support the creation of resilient, liveable places where walking and cycling are the obvious choice for shorter journeys, where facilities and services are accessible and close at hand and where the past dependency on the car is superseded by a reliable and responsive public transport system.

1.16 The Places for Everyone Plan is our spatial plan to underpin our recovery.

Places for Everyone Plan

1.17 Up until December 2020 a joint development plan document of the ten Greater Manchester local authorities was being prepared, Greater Manchester's Plan for Jobs, Homes & the Environment (known as the "GMSF"). However, the decision at Stockport Council's meeting on 3 December to not submit the GMSF 2020 to the Secretary of State for independent examination following the consultation period, and the subsequent resolution at its Cabinet meeting on 4 December not to publish the GMSF 2020 for consultation, in effect signalled the end of the GMSF as a joint plan of the ten.

1.18 S.28(6)-(9) of the Planning and Compulsory Purchase Act 2004 and regulation 32 of the Town and Country Planning Local Plan Regulations apply where one authority withdraws from an agreement to prepare a joint DPD. Together they enable a joint plan to continue to progress in the event of one of the authorities withdrawing, provided that the plan has "substantially the same effect" on the remaining authorities as the original joint plan.

1.19 Consequently, at its meeting on the 11th December 2020, members of the AGMA Executive Committee asked officers to report back on the implications and process of producing a joint DPD of the nine remaining Greater Manchester (GM) districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). After that meeting, in February and March 2021, each of the nine districts agreed to establish a Joint Committee responsible for the preparation of a joint Development Plan Document.

1.20 Producing such a plan would enable the nine districts to continue to:

- progress the strategic policies in GMSF 2020, for example net zero carbon development, affordable housing, space and 'accessible and adaptable' standards as set out in Part M4 (2) of the Building Regulations for new housing
- maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine
- align with wider Greater Manchester strategies for transport and other infrastructure investment utilise the evidence base already commissioned and completed, minimising the cost of producing further evidence
- spread the cost jointly of the independent examination

1.21 The text of the GMSF2020 was revised following the withdrawal of Stockport. The revisions to the PfE2021 (as compared to GMSF 2020) fall into 5 broad categories:

i. As a direct result of the withdrawal of Stockport Council from GMSF
ii. As a direct result of changes to government policy since October 2020
iii. As a direct result of new evidence/information being made available since October 2020
iv. Clarification of policy wording
v. Minor typographical changes

1.22 The impact of the five different categories of changes above, together with that of their cumulative impact was considered and it was determined that the PfE 2021 would result in a plan which has a substantially the same effect on the participating nine districts as GMSF 2020. In this context, it is important to note that, "substantially the same effect" does not mean "the same effect". It allows for flexibility to address the fact that the plan now covers a different geographical area, with consequently different levels of needs and resulting changes to allocations.

1.23 The changes made between GMSF 2020 and PfE 2021 are not insignificant in numerical terms, indeed all sections of the plan have seen some form of change. However, in determining the cumulative impact of these multiple changes, it is important to consider what impact they have had on the overall Vision, Objectives and Spatial Strategy of PfE 2021 compared to GMSF 2020, particularly for the decision maker in implementation terms.

1.24 The conclusion of the above assessment was that the resultant impact of the changes on the overall strategy of the joint plan and its effect on the remaining nine districts is limited. On this basis, it has been concluded that the PfE2021 has substantially the same effect on the nine boroughs as the GMSF 2020.

1.25 The Places for Everyone Plan (PfE 2021) provides an important opportunity to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes and protect and enhance the natural environment. The Plan is not being prepared in isolation. It is supported by the Transport 2040 Delivery Plan, which will outline the interventions required to achieve the transport vision for the city region and is one of a suite of strategic documents setting out how Greater Manchester can achieve the ambition set out in the Greater Manchester Strategy. It sits alongside the Local Industrial Strategy, Housing Strategy, 5 Year Environment Plan, Digital and Cultural Strategies.

1.26 This is our plan for sustainable growth in the nine boroughs, it:

- sets out how they should develop for the years 2022 - 2039;
- provides the strategic framework for local plans;
- sets specific requirements to be taken forward in local plans 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.

1.27 The Places for Everyone Plan reinforces our ambition to bring forward brownfield land, it reduces the net loss of Green Belt further from previous versions of the GMSF by reducing the number of sites being allocated, and provides stronger protection for our important environmental assets. It enables us to meet our Local Housing Need, supports increased provision of affordable housing, promotes our new approach to town centres, supports wider strategies around clean air, walking and cycling and underpins the ambition to be a carbon neutral city-region by 2038.

Spatial Strategy

1.28 The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth. It has 4 key spatial elements:

- Significant growth in jobs and housing at the core – continuing development in that part of the 'core growth area' encompassing the city centre and beyond to the Etihad in the east, through to the Quays, Trafford Park and Port Salford in the west. The majority of commercial employment growth is proposed in this area;

- Inner Area Regeneration of those parts of Manchester, Salford and Trafford surrounding the Core Growth Area. Together with the Core Growth Area, around 50% of overall housing supply is found here;
- Boosting the competitiveness of the northern districts – addressing the disparities by the provision of significant new employment opportunities and supporting infrastructure and a commitment that collectively the northern districts meet their own local housing need;
- Sustaining the competitiveness of the southern districts – supporting key economic drivers, for example around Wythenshawe hospital and the Airport and realising the opportunities offered by national infrastructure investment, e.g. Northern Powerhouse Rail[1] whilst recognising the important green infrastructure assets in the area.

Good jobs

1.29 In extremely challenging times, the need for bold ambitious plans for good quality employment is critical. We are striving to define our new 'normal' however we know that we need to continue to invest in our city and town centres to drive our recovery. We need to continue to develop our Research and Development capabilities underpinned by our excellent academic institutions as well as investing in strengthening existing, and creating new, employment locations so that we are all able to contribute to, and benefit from, growth as part of a thriving Northern Powerhouse.

1.30 Opportunities for 're-shoring', that is bringing manufacturing activity back to the UK, and the increasing demand for logistics and warehousing, could lead to opportunities to provide good employment opportunities across the Plan area. Meeting market demand for sites and infrastructure is essential as all places in the UK will be seeking to capture growth to offset the impact of the economic downturn and the loss of jobs in our current growth sectors.

1.31 Greater Manchester has developed a Local Industrial Strategy, agreed with Government which sets out how the city region will build on its unique strengths and opportunities and capitalise on the creativity of its people to create a digital-enabled, green city region. This plan seeks to support Greater

[1] While the Government announced the cancellation of HS2 Phase 2a and Phase 2b on 04 October 2023, the alignments remain safeguarded through Greater Manchester and the proposals for "Northern Powerhouse Rail/NPR" are still being progressed. It is still envisaged that the NPR proposals will include facilities similar to those originally proposed under HS2 at both Piccadilly Station and at Manchester Airport. References to NPR and, in certain circumstances, HS2 therefore remain valid in the context for this plan, however they have been amended, as necessary, to take account of these recent announcements. As and when further details are available in relation to NPR and/or any successor to that scheme, consideration will be given as to what, if any, further changes will be required in this respect as part of any review of this plan.

Manchester's economic ambitions by providing land to meet the widest range of employment opportunities helping to ensure that Greater Manchester remains as competitive as possible in uncertain times.

1.32 The majority of new jobs will be in the City Centre and wider Core Growth Area stretching from Port Salford in the west to the Etihad campus in the east as well as around Manchester Airport. This area encompasses established employment areas such as Trafford Park, locations such as MediaCity which has seen strong growth over more recent times and our Universities which are driving growth in world leading research and development.

1.33 Our ambition is to deliver more inclusive growth to benefit all our boroughs. We are currently not fully realising the possibilities of our key assets, for example the outstanding research base has much greater potential to support business activity and growth across the conurbation. Further improvements in transport connections and skills development are required to ensure that everyone can contribute to and share in the benefits of economic activity, helping to deliver genuinely inclusive growth.

1.34 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. Several of the sites are large in scale and will be partially delivered beyond 2039.

Good homes

1.35 The Greater Manchester Housing Strategy sets out our vision for new homes and seeks to ensure that we consistently deliver the right homes in the right places, providing the number and mix of new homes for our future needs.

1.36 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 just over 175,000 homes over the plan period (2022 -2039). Government has been very clear that deviation from the standard methodology can only be justified in 'exceptional circumstances'. No exceptional circumstances have been identified to justify deviation from the standard methodology in this Plan.

1.37 By working together we have been able to direct development to the most sustainable areas – primarily the city and town centres – and enable most efficient use of our brownfield land supply.

1.38 The plan sets out an ambition for the boroughs to enable delivery of their share of Greater Manchester's 50,000 additional affordable homes over the plan period as well as a requirement for all homes to meet the nationally described

space standards and the 'accessible and adaptable' standard as set out in Part M of the Building regulations.

Good places

1.39 This Plan sets out our aspirations for our neighbourhoods –inclusive, well designed, resilient, safe and well served by local services. Connection to high quality and well managed green infrastructure is key – we are seeking to protect our most valuable green spaces and improve them by delivering a net gain in biodiversity assets. We piloted the development of a Local Nature Recovery Network Strategy with Natural England.

1.40 As part of this work we have identified our most important 'Green Infrastructure' – for example our parks, open spaces, trees, woodlands, rivers and canals which provide multiple benefits and make a huge contribution to quality of life, promote good mental and physical health and supports economic growth. Our strategic Green Infrastructure network is extensive. Around 60% is within the Green Belt and therefore is afforded significant policy protection. The remaining 40% does not meet the tests of Green Belt but it is very important for the continued wellbeing of our boroughs.

Brownfield preference

1.41 Districts have looked to maximise the contribution of brownfield land by applying higher densities in the most accessible locations, reviewing the employment land supply and seeking to identify more opportunities in our town centres. By working together the nine districts have been able to maximise the supply of the brownfield land at the core of the conurbation and limit the need extent of Green Belt release.

1.42 The majority of development between 2022 and 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, 98% of offices and 51% of industrial and warehousing development is within the urban area.

1.43 National planning policy does not support an explicit 'brownfield first' approach, as Local Authorities are required to be able to provide a 5 year supply of housing sites which are available and deliverable. If we cannot demonstrate that our brownfield land is available, then we are required to identify other land which may be Protected Open Land or Green Belt.

1.44 We are however adopting a 'brownfield preference' policy – we will do all that we can to make sure that our brownfield sites come forward in the early part of the plan period however to do this we need to continue to press

Government for support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery.

1.45 Our Strategic Viability Study identifies challenges with a significant proportion of our land supply and this is acknowledged within the plan by the provision of a land supply 'buffer'. The Brownfield Land Fund is targeted at Combined Authorities and begins to help to address viability issues across the conurbation, but it is not enough. We continue to work with Government to enable the full potential of our brownfield land supply to be realised.

1.46 The plan supports the continuing renewal of our town centres, with an increase in the supply of land identified for housing. Our strategic approach to town centres is complemented by initiatives co-ordinated by the GMCA. Government has also recognised the need to strengthen the role of town centres and several of our towns have been successful in accessing funding through the Future High Street Fund and Towns Fund.

Green Belt

1.47 Given the lack of sufficient land to ensure that our overall housing and employment needs can be met, it is considered that there is a strategic exceptional circumstances case to be made to release Green Belt for development. However, this release has been kept to the minimum and has been done in locations which will help to meet our overall vision and objectives. The strategic case and the detailed case for each strategic allocation is set out in the 'The Green Belt Topic Paper'.

1.48 The release of Green Belt has not been proposed lightly and evidence has been prepared to demonstrate how the harm that this could cause to the remaining Green Belt land can be mitigated, including identifying opportunities to improve and enhance green infrastructure within the remaining Green Belt land. We are also proposing to add new Green Belt where we have identified land that meets the purposes of Green Belt. These proposals have been incorporated into the Places for Everyone Plan as part of the overall proposals.

Net loss

1.49 The net amount of Green Belt land proposed for release is 2,210 hectares – in relation to the nine districts preparing this Plan, this means a 4.1% reduction in the size of the Green Belt.

1.50 The nine boroughs cover some 115,084 hectares (including land covered by the Peak District National Park), almost half (46.7%) was previously designated as Green Belt. The Places for Everyone Plan would result in Green Belt covering just under 45% of the nine districts.

Becoming Carbon Neutral by 2038

1.51 This Plan sets out proposals to support the Greater Manchester ambition to be a carbon neutral city-region by 2038. A key element of this is to set out a pathway for new development to be net zero carbon by 2028 at the latest – we do not want to build homes and workplaces which require retrofitting in the future and we have set an ambitious target, backed up by our evidence to achieve this as soon possible.

Infrastructure required to support scale and pattern of growth

1.52 Many of the responses raised the issue of the impact of new development on existing infrastructure. As the majority of new development will be in the urban area, the capacity of the existing infrastructure is particularly important. Greater Manchester have looked at the major challenges that we consider our existing infrastructure networks will have to respond to and have produced an Infrastructure Framework setting this out.

1.53 Since the 2019 GMSF consultation we have undertaken significant work on our transport evidence base, both in relation to the urban area and the strategic allocations. A refreshed Greater Manchester Transport Strategy 2040, Our Five Year Transport Delivery Plan (2020-2025) and Local Implementation Plans are published alongside this Plan. Our Transport Delivery Plan sets out all the transport projects we hope to achieve in the next five years to ensure that the planned new housing and employment can be sustainably integrated into Greater Manchester's existing transport infrastructure as far as possible. We have an unparalleled track record in delivery of transport projects, and a large number of projects are identified for delivery in the next five years, including Metrolink capacity improvements through the introduction of 27 new trams; better rail infrastructure including on the Castlefield corridor, Transpennine Route Upgrade to Leeds and 'Access for All' station improvements; bus network and town centre improvements; new walking and cycling infrastructure across all ten districts; expanding the city-region's electric vehicle charging network; and development of the Clean Air Plan.

1.54 Our Transport Delivery Plan also sets out how we plan to deliver our longer-term aspirations for an integrated transport network that supports future growth. It includes, amongst other things, plans for improved orbital public transport links, capacity enhancements to the rail and Metrolink networks, clean air measures, transformative investment in walking and cycling, and reform of the bus market and rail franchising. All of these will contribute to our carbon reduction goals and delivery of our transport vision.

1.55 The detailed policies for site allocations and the thematic policies for new development, together, set out the necessary infrastructure requirements and

sites will not come forward unless it can be demonstrated this will be provided. Proposals for new Metrolink stops, improved walking and cycling connections, and new or improved public transport services, all form part of the package for the allocations – which, when combined with the investment proposals flagged in Our Transport Delivery Plan, will enable a significant change in the sustainability of the transport network.

Relationship with District Local Plans

1.56 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)[2].

1.57 The evidence that underpins the Places for Everyone Plan will also inform district level plans but, as a strategic plan, it 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.

1.58 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.

Process for Producing the Places for Everyone Plan

1.59 The Places for Everyone Plan began life as a joint Development Plan Document of the ten Greater Manchester districts. Following a recommendation from AGMA Executive Board in November 2014, the 10 Local Planning Authorities

[2] In the event that a local plan looks ahead beyond 2039, the annual average figure 2022-2039 in policy JP-H1 Table 7.2 should be treated as a minimum requirement for each year after 2039

in Greater Manchester (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan) agreed to prepare a joint Development Plan Document to set out the approach to housing and employment land across Greater Manchester for the next 20 years.

1.60 Four consultations have taken place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and our initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.

1.61 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.

1.62 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it was agreed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

1.63 The consultation under Regulation 19 ran for 8 weeks, starting in August 2021. The draft joint DPD (Places for Everyone) and all representations received during the Regulation 19 consultation were sent to the Secretary of State (the "Submission stage") pursuant to Reg. 22 of the Local Planning Regulations. Following that, three independent inspectors were appointed to examine the plan and the formal hearing sessions of the examination began in November 2022.

1.64 Following an 8 week period of consultation on proposed modifications to the Submitted Plan and the publication of the Inspectors' report in February 2024, the nine PfE authorities resolved to adopt the plan on 21st March 2024. As such the PfE Plan forms part of the development plan for each of the nine PfE authorities.

Blank Page

Blank Page

Context



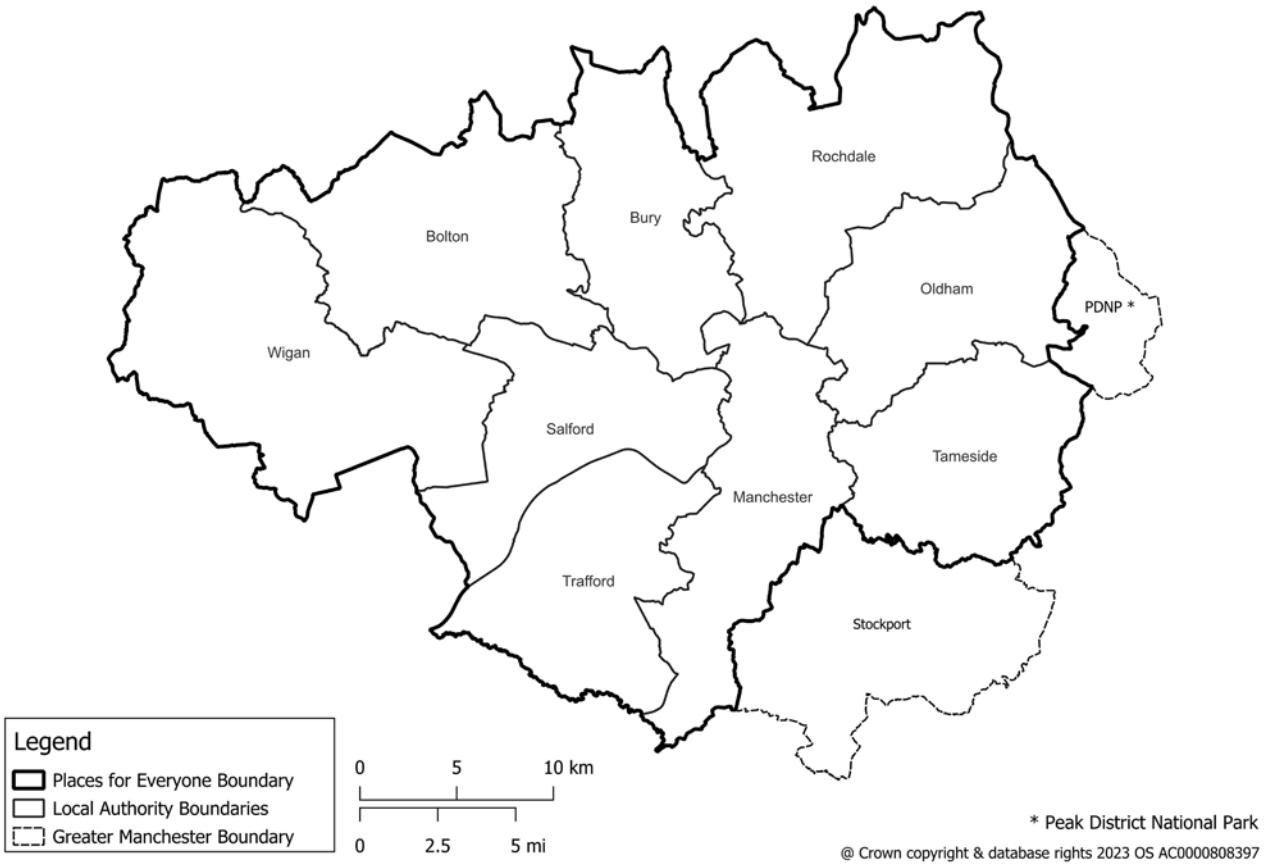
Our Plan Area

2.1 As part of Greater Manchester, we have a long and proud history. Greater Manchester became the world's first industrial city, when its position as the global hub for textile manufacturing led to rapid urbanisation and numerous technological innovations, including the world's first steam passenger railway. It has also been at the forefront of hugely influential social and political movements, being the birthplace of both the modern cooperative movement and the suffragettes, as well as leading the campaign to repeal the Corn Laws in the nineteenth century which ushered in the start of the modern global economy. England's first civic university, the University of Manchester, was established in the city-region and the area is now home to four universities that play a leading role in social and economic progress.

2.2 Today, Greater Manchester is a vibrant, dynamic and diverse city-region, which continues to play an important role in the economic and social fabric of the country and the wider world.

2.3 Our Plan area covers nine of the ten Greater Manchester local authority areas: of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. It is located at the heart of the UK, with easy access to all its constituent nations and is only a short distance from other major cities such as Leeds and Liverpool. Manchester Airport is the UK's third largest airport, London is only two hours away by rail, and there are also direct rail connections to other major cities of the North of England. Greater Manchester has good motorway infrastructure providing links across the country.

Figure 2.1 The Places for Everyone boundary within the Greater Manchester context



2.4 Greater Manchester is home to around 2.8 million people and has seen an increase of almost 200,000 residents in the last decade alone[3]. The population of the nine districts in PfE 2021 is approximately 2.5 million, having grown by almost 185,000 in a decade. The population of Greater Manchester is forecast to have grown by around another 195,000 people by 2039 (of which just over 177,000 will be within the nine districts making up the PfE Plan area). This growth, in turn, will contribute to a significant increase in households. 66% of the population growth is expected to be in those aged 65 and over, and approximately 40% of the growth will be amongst those aged 75 and over. Growth in the working age population (18-64) will be lower (approximately 38% of the total growth), but still significant at around 75,000. This concentration of growth is likely to continue in the future, with Manchester, Salford and Rochdale forecast to account for around 47% of Greater Manchester's population growth over the period up to 2039 or just over 50% of the population growth in the PfE Plan area.

[3] ONS 2019-midyear estimates Population estimates - Office for National Statistics (ons.gov.uk)

2.5 Greater Manchester is one of the most economically diverse conurbations in the UK.[4] It is the main driver of the Northern economy, generating nearly 40% of total output (GVA) in the North West and almost 20% across the North of England, of which the districts in the PfE Plan area contribute nearly 90%.

2.6 Around 1.5 million jobs are provided within Greater Manchester (with just under 1.4 million within the PfE Plan area), with considerable growth over the last few decades in service sector employment such as professional services and administration. There has been a considerable reduction in manufacturing jobs, but this sector continues to be one of the most productive in Greater Manchester. The baseline economic forecast foresees an increase of around 100,000 jobs by 2039 (of which approximately 90% is forecast to be within the PfE Plan area). Similar changes in the sectoral mix to the recent past are forecast, although a more ambitious accelerated growth scenario estimates an increase of over 170,000 jobs across Greater Manchester. Employment opportunities are unevenly dispersed across Greater Manchester, with by far the most significant concentration currently being in the City Centre and adjoining areas such as Salford Quays, which collectively account for around 20% of all jobs. Baseline economic trends[5] suggest the majority of the employment growth would be in Salford, Manchester and Trafford. The remaining districts would see only modest change in employment in the period 2020-39, with some districts (Oldham, Rochdale, Tameside and Wigan) seeing small decreases in total employment in this period.

2.7 There are two significant challenges which will impact our districts over the coming years: the exit of the UK from the European Union and the Covid-19 pandemic. There are significant uncertainties over future trade and customs arrangements, the level and type of international migration, future exchange rate movements and the impacts that all of this could have for business investment, job creation and labour supply as a result of the UK exit from the European Union.

2.8 As set out in the Independent Prosperity Review, 'One Year On' report, the COVID-19 pandemic has significantly added to the uncertainty: "At the time of writing, there remains a high degree of uncertainty about the speed and pace of the economic recovery from COVID-19, let alone what the final impact will be. There have been a succession of assessments of the likely impact of COVID-19 on the UK economy by a range of private forecasting consultancy, research firms and think tanks such as the Institute for Fiscal Studies (IFS) and National Institute of Economic and Social Research (NIESR), and by the Bank of England and by the Office of Budget Responsibility (OBR). All

[4] ONS (2016) Krugman Specialisation Index
[5] GMFM 2018

those attempting any assessment of likely economic effects emphasise the extraordinary level of uncertainty at present. The normal forecasting tools and models are not well designed to assess a shock like COVID-19. This stems from the fact that this is a health-driven economic shock which is unlike previous economic shocks (such as the 2008 Great Financial Crisis) so we cannot simply apply the lessons from previous recessions. The OBR summarises these uncertainties as being:

- The course of the pandemic and the development of effective vaccines and treatments
- The speed and consistency with which the government can lift public health restrictions (i.e. "lockdown" measures)
- The response of individuals and businesses as it does so (in terms of consumer confidence etc), and
- The effectiveness of the policy measures put in place to protect viable businesses, foster new opportunities and sustain employment."

2.9 However, Professor Diane Coyle, Chair of the Independent Prosperity Review Panel concludes; "All of us agree with Professor Ed Glaeser's crucial observation that now is not the time to lose confidence in the driving role that major city-regions have always played in improving collective prosperity and in leading national recovery from major traumas."

Core Growth Area

2.10 This covers the City Centre and the Quays and extends eastwards to include Central Park and the Etihad Campus, and westwards through Trafford Park which is one of Europe's largest industrial estates. This area provides a huge scale and diversity of economic opportunity, which is accessible from across the Plan area and beyond.

2.11 The Core Growth Area offers the conditions to boost the role of Greater Manchester as a Global City. It is the home of many global businesses and continues to attract high profile companies seeking to invest. Conditions for growth are in place, with high rates of productivity, innovation and global competitiveness. The Core Growth Area offers businesses, residents and visitors access to a highly skilled population, a wide range of premises and accommodation, digital infrastructure, excellent accessibility, a high-quality environment, cultural and retail opportunities.

2.12 The growth potential of the Core Growth Area will continue through higher density development, building in opportunity areas, The Oxford Road Corridor, the existing office sectors, NPR station proposals and improving the connections to other areas of Greater Manchester and beyond, which will all

assist growth within our boroughs. However, it will be particularly important that it has outstanding local and global connections supporting its wider reach.

2.13 The universities and the knowledge economy are other important assets for us, with a high concentration of students, research activity and scientific institutions. This activity is primarily focused within the City Centre, with The Oxford Road Corridor being an internationally important location in this regard. Our strong cultural identity is another distinguishing factor, with a global reputation for sports and the arts. Once again, the greatest concentration is within and around the Core Growth Area, but importantly it is also seen across the rest of our boroughs with a diverse range of identities and activities.

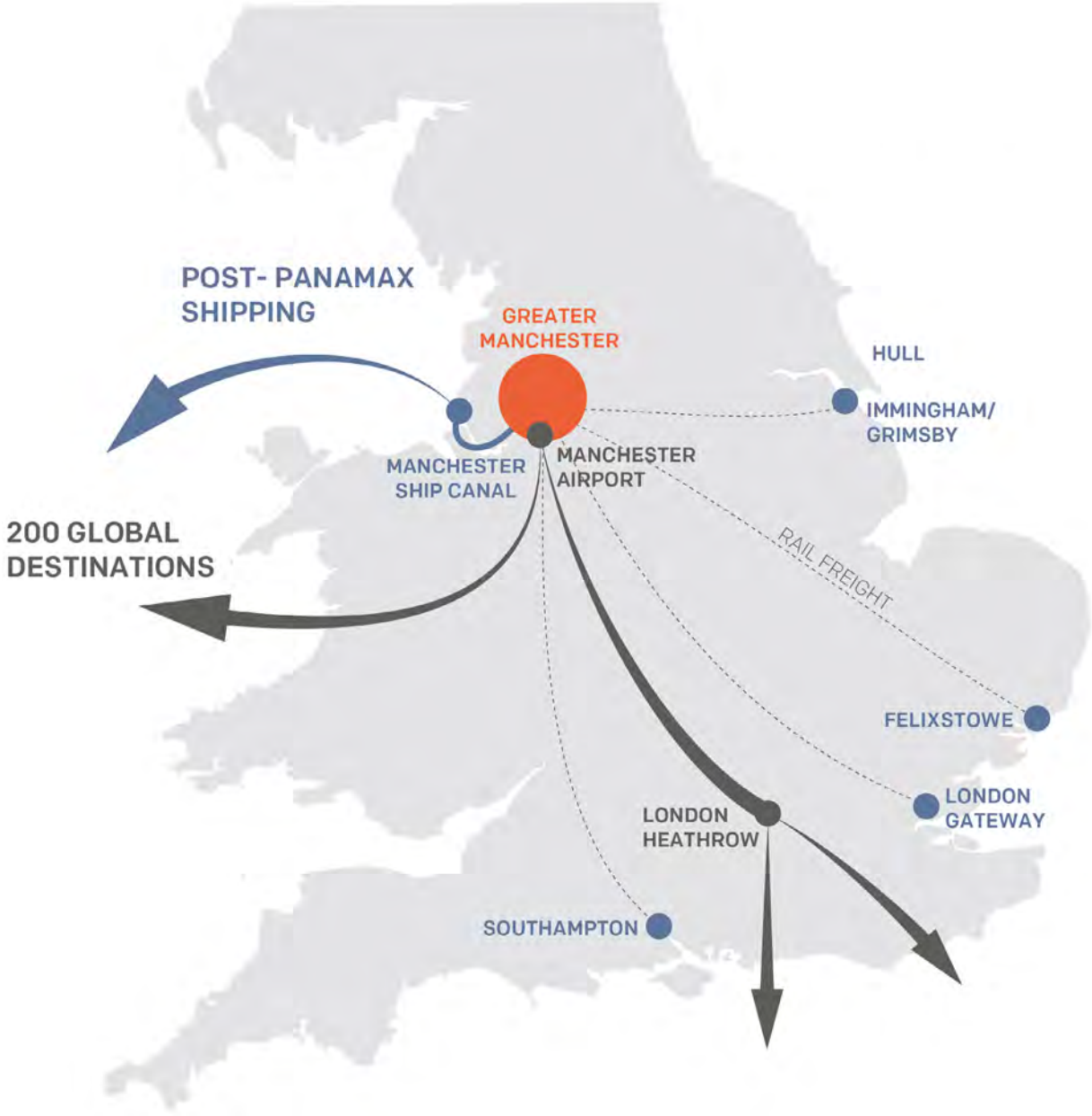
International Connections

2.14 Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 28 million passengers in 2019 and adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. It is the only airport in the country other than Heathrow to have two full length runways, but with the key advantage of having significant spare capacity, and the potential to grow to some 55 million passengers a year. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables northern Britain to benefit from a major international air gateway for both business and leisure traffic, passengers and freight. This is a vitally important role not just for us but also for a much wider area across the North and Midlands, enabling businesses and residents to access opportunities across the globe and providing a key access point for international visitors to the UK. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area with approximately 22 million people living within two hours of it. More locally, the emerging Airport City development is creating a major new economic asset, attracting global occupiers and investment attracted by the unrivalled connectivity.

2.15 Excellent international freight connections will also support our global role, enabling the large-scale import and export of goods and components. The Manchester Ship Canal provides a direct shipping route from Greater Manchester to the Port of Liverpool, where post-Panamax facilities can accommodate the largest container vessels from around the world. Port Salford will provide an integrated tri-modal facility on the ship canal, with excellent rail and road links, enabling the benefits of easy port access. This will be complemented by maintaining and enhancing freight connections to other major ports by rail and motorway, including the Humber ports, Felixstowe, London Gateway and Southampton.

2.16 This Plan seeks to enhance and take advantage of these outstanding international connections, supporting our long-term growth and the ability of residents to share in its benefits. We are therefore ideally placed to help drive growth in the North of England and help provide a balance to the strength of London and the South East. However, this will not only require an appropriate scale and distribution of development and infrastructure investment within our boroughs, but also major improvements in transport connections to other parts of the North, including Northern Powerhouse Rail and motorway network enhancements.

Figure 2.2. A Global City



A Top Global City

2.17 By the end of the Plan period, Greater Manchester aims to be a top global city.[6] To do this it will require a range of attributes, including a strong economy, skilled residents, a high quality of place and the environment, and a diverse portfolio of investment and development opportunities. Through this plan we can play a vital role in delivering Greater Manchester's ambition of becoming a top global city.

2.18 Having a stronger international outlook will be an essential aspect of this. As part of Greater Manchester, we will be a key gateway into and out of the UK, trading across the world. It will be capable of competing internationally for investors, visitors, businesses, skilled workers, academic talent and students. At the same time, ensuring that the resident population can take advantage of the associated opportunities will be a high priority. Supporting growth in high value activity in sectors and on assets that are, or have the potential to be, world-leading and globally distinctive is a key part of Greater Manchester's Local Industrial Strategy.

2.19 If Greater Manchester can realise its ambition to be a top global city, then this would put the UK in the enviable position of having two global cities within 200 miles of each other. London is already established as one of the most successful cities in the world, often appearing in the top two in international indices along with New York. Both Greater Manchester and London acting as global cities could be hugely beneficial for the national economy, providing an outstanding scale, diversity and quality of activity. Maximising connections between the two will be vital to realising this potential, offering additional agglomeration economies.

2.20 At the same time, it will be important to maintain the distinctiveness and independence of Greater Manchester and avoid it being seen as a satellite of London. Greater Manchester will be a different type of global city to London, smaller and more affordable, retaining its innovative character and with a strong emphasis on inclusion and quality of place. The fact that it can offer a more cost-effective option to London in a high-quality environment, complementing the capital and regional cities, will help it to attract investment that would otherwise not come to the UK.

---

[6] The Greater Manchester Internationalisation Strategy 2017-2020, GMCA, Our People, Our Place: Greater Manchester Strategy (2017)

2.21 Greater Manchester has agreed a Local Industrial Strategy with Government. The Local Industrial Strategy has two key objectives:

- **Supporting our globally competitive strengths** - Building on our globally competitive research strengths and emerging industrial opportunities, enabling us to pioneer emerging sectors, create significant global competence and add value to our local economy as new sectors grow and flourish.

- **Strengthening the foundations of our economy** - Strengthening our people, infrastructure, business environment, innovation ecosystems and places, enabling all sectors and all places in Greater Manchester to be productive and prosperous.

2.22 We need to grasp global opportunities emerging from changes to world markets and develop industries of the future, while also ensuring competitiveness and job quality in our high employment, low productivity sectors.

Rail Connections

2.23 Greater Manchester currently benefits from good links to London, with a number of direct rail routes taking around two hours. The enhanced NPR connections will help to deliver a more integrated national economy, opening up much greater business opportunities to support UK growth. The timely delivery of these proposals will have benefits for the Country as a whole as well as for Greater Manchester. To capitalise on the opportunity, Greater Manchester is proposing a series of complementary investments to bring maximum benefits from high-speed rail to residents. The Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy – The Stops Are Just The Start sets out our proposals for local infrastructure investment which will continue to be embedded within our wider strategic plans, within the context of the emerging proposals, ensuring that people are well connected to the new homes and job opportunities that these investments offer and delivering the right training and skills to empower the next generation to continue to make our city-region successful.

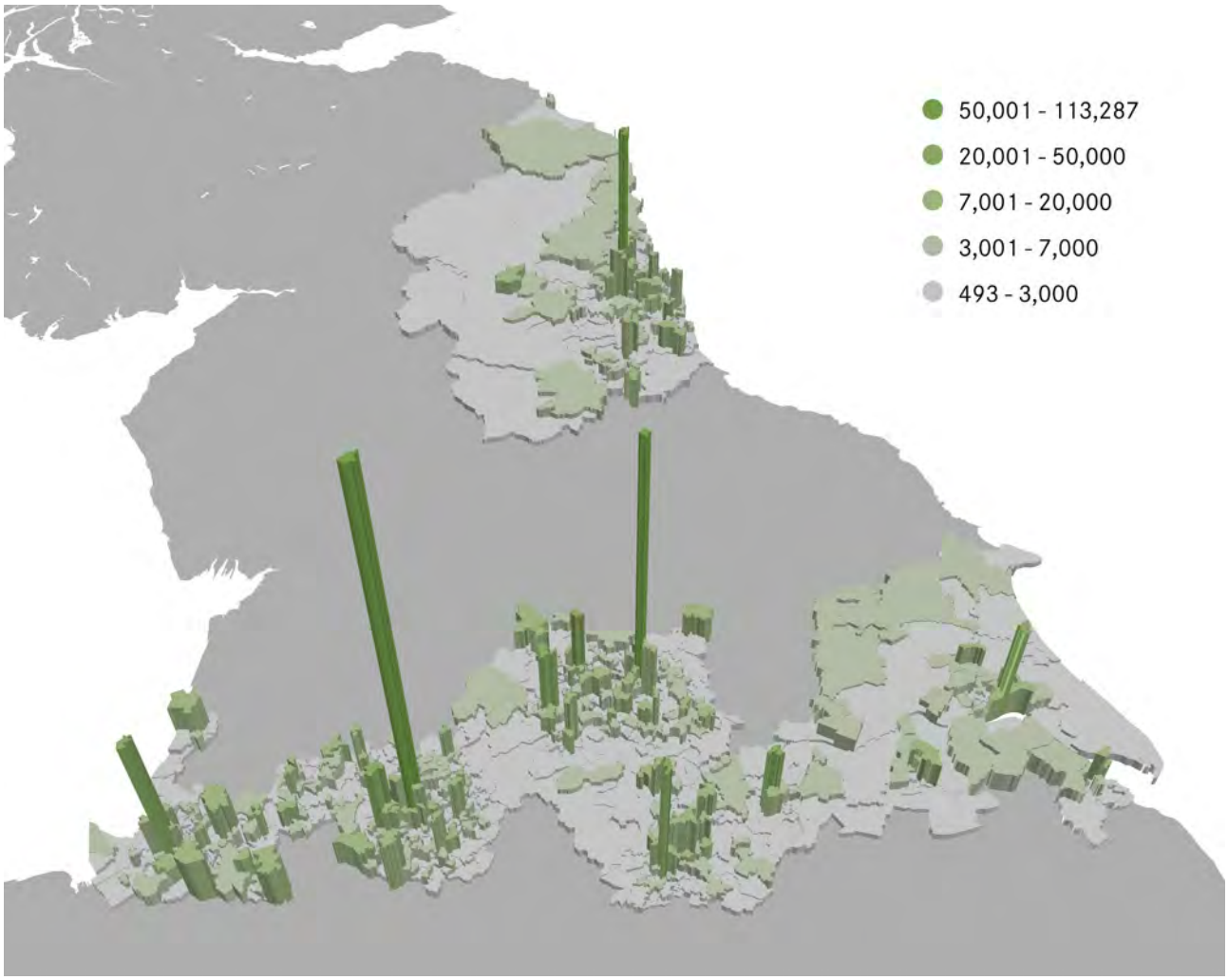
The Northern Powerhouse

2.24 The concept of the Northern Powerhouse is central to the overall strategy for delivering more even and inclusive growth across the UK, counterbalancing the dominance of London and the South East. The Government has described the Northern Powerhouse as "a vision for joining up the North's great towns, cities and counties, pooling their strengths, and tackling major barriers to productivity to unleash the full economic potential of the North".[7]

[7] HM Government (November 2016) Northern Powerhouse strategy

2.25 The strength and strategic location of Greater Manchester puts it in an ideal place to act as the primary driver for the Northern Powerhouse. Equally, Greater Manchester would benefit significantly from nearby locations in the North being more economically prosperous, as this would provide access to a wider range and diversity of businesses opportunities and to an even larger pool of skilled labour. Hence it will be important to deliver relatively high levels of growth across the Plan area for the wider benefit of the North.

Figure 2.3 Geography of jobs across the Northern Powerhouse



2.26 Improving connections between Greater Manchester and other parts of the North, and to other areas such as the Midlands, will be central to delivering the vision for the Northern Powerhouse. Transport for the North published their Strategic Transport Plan in February 2019. The Plan seeks to enable the North to achieve its full potential and is an opportunity to address decades of under investment and provide a legacy for future generations. The fundamental

challenge for the North's economy is to improve the economic interaction between the key economic assets and clusters of the North to improve the sharing of knowledge, supply chains, resources, and innovation to drive agglomeration benefits and productivity. The major northern cities of Liverpool, Leeds and Sheffield are within 40 miles of Greater Manchester, as are other significant settlements such as Bradford, Preston, Warrington, Chester and Stoke-on-Trent. At present connectivity between the North's towns and cities, and beyond, restricts growth and opportunities. Commuting between Manchester and Leeds is 40% lower than expected when compared to city pairs that are similar distances apart in the UK. Better transport connectivity increases the physical proximity of firms, workers and consumers and concentrates economic activity in clusters. Improving transport connections between the North's cities, towns, economic centres, infrastructure and assets allows for greater opportunities for employment, collaboration and knowledge sharing. Importantly, it would also enable other parts of the North to take advantage of Greater Manchester's key assets and its role as a key international gateway and emerging top global city, connecting more people to Manchester Airport and beyond.

2.27 The Northern Powerhouse Rail proposals will dramatically improve journey times to 30 minutes or less from the City Centre and Manchester Airport to Liverpool, Leeds and Sheffield, through a combination of new and improved lines. This will bring these surrounding major cities within an easy commuting time of Greater Manchester. The M62 motorway is already an important east-west spine within the North, connecting Greater Manchester with Leeds and Liverpool, and further east through to Hull and the Humber ports. The ongoing North West Quadrant Study will identify how capacity, journey times and reliability can be improved on the M62/M60 around Greater Manchester, further aiding the integration with Leeds and Liverpool. The proposed Trans Pennine Tunnel has the potential to deliver similar benefits for road transport between Greater Manchester and Sheffield. In the southern part of Greater Manchester, the study at the Airport around the M56 and the proposed study of the M60 corridor in the south-east will also be key. These transport schemes will play a very important role in realising the potential of our boroughs, Greater Manchester as a whole, and the wider North.

2.28 As part of Greater Manchester, we are therefore ideally placed to drive growth in the North of England and help provide a balance to the strength of London and the South East. However, this will not only require an appropriate scale and distribution of development and infrastructure investment within our boroughs, but also major improvements in transport connections to other parts of the North, including Northern Powerhouse Rail and motorway network enhancements.

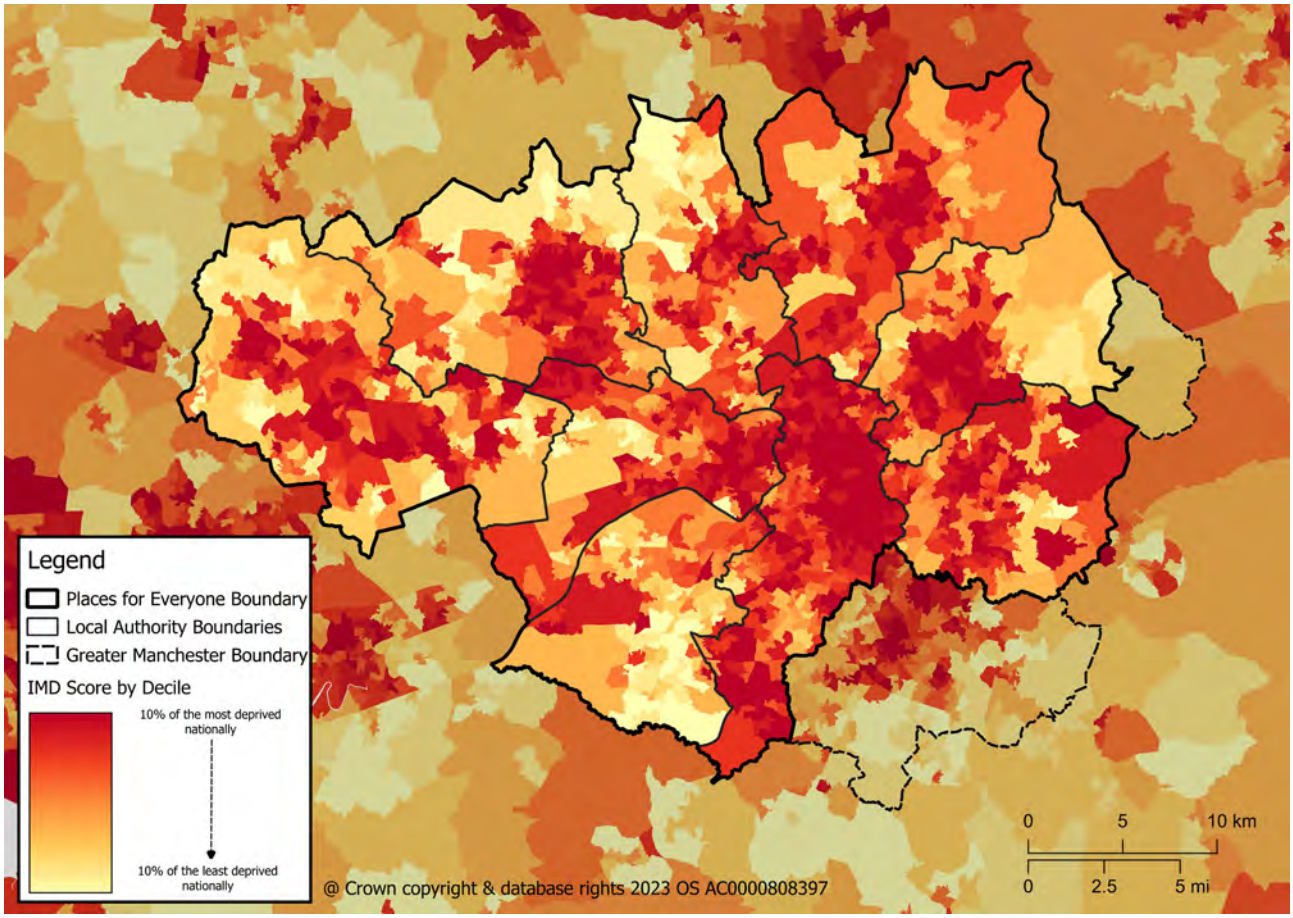
Inclusive Growth

2.29 Over recent years, growth across the Plan area has been concentrated in the three local authority areas of Manchester, Salford and Trafford. For example, over the period 2001-2016, they accounted for two-thirds of the growth in population, employment and economic activity (measured by GVA) in Greater Manchester.[8] Population increased by around 20% across Manchester, Salford and Trafford over that period compared to just over 6% across the remaining six districts (combined) of the PfE Plan area, although this contrasts with the preceding half century when Manchester and Salford lost well over one-third of their population.[9] This concentration of growth is likely to continue in the future, with Manchester, Salford and Trafford forecast to account for 44% of population growth up to 2039, around 60% of GVA growth, and 90% of the increase in employment.[10] This would consolidate the concentration of growth in the central and southern areas of Greater Manchester.

2.30 Figure 2.4 '2019 Index of Multiple Deprivation', produced by the Government, with the darkest colours showing the most deprived areas. It indicates high levels of deprivation across many parts of the Plan area, including those areas that have seen a concentration of growth over recent years and in parts of otherwise affluent boroughs. There is a particularly high concentration of deprivation in the central areas, with Manchester the second most deprived local authority area in England on two measures.[11]

8 ONS mid-year population estimates, and Greater Manchester Forecasting Model 2018
9 Population Statistics, Total Population, A Vision of Britain through Time, 1951-2001
10 ONS 2018-based sub-national population projections, and Greater Manchester Forecasting Model 2018
11 Measured by the 'rank of ranks', where each local authority is ranked for each of the seven domains of the index, and then an average rank is produced

Figure 2.4 2019 Index of Multiple Deprivation



2.31 An analysis by the Office for National Statistics of over 100 towns and cities in England and Wales identified Oldham, Salford and Rochdale amongst some of the most deprived areas in the country.[12] When a broad range of socio-economic measures are considered, such as levels of economic activity, qualifications, occupation, household incomes, house prices, poor health, population change and housing development, in overall terms the northern areas of Greater Manchester excluding Bury (Wigan, Bolton, Rochdale, Oldham and Tameside) perform significantly worse overall than the southern areas.

2.32 Although both the central areas and the northern parts of Greater Manchester suffer from high levels of deprivation, there are differences between them in terms of how this manifests and the development pressures that they face. The inner areas surrounding the City Centre and the Quays have seen much higher levels of recent population growth, being a key focus for inward

[12] Office for National Statistics (March 2016) Towns and cities analysis, using the 2015 Index of Multiple Deprivation

international migration. Just 22 wards in that area (out of a total of 215 wards in Greater Manchester) accounted for two-thirds of the increase in residents aged under 18 in Greater Manchester over the period 2002-2016, and the area saw an increase of one-third in those aged 30-44 whereas the sub-region as a whole had a reduction in that age group. The number of people aged 65 and over declined in this inner area, whereas the six northern districts had a one-quarter increase.[13]

Key Challenges for the Places for Everyone Plan

2.33 In light of these issues, the PfE Plan will need to:

- Deliver high levels of economic growth to support the prosperity of Greater Manchester, whilst ensuring that all parts of our boroughs and all our residents share in the benefits;
- Deliver the highest possible quality of life for all our residents and address existing problems such as health disparities and air quality that currently detract from it.

[13] ONS: Ward-level population estimates (Experimental Statistics) 2002-2016 (released October 2017).

Blank Page

Blank Page

Vision



Vision

3.1 The vision for Greater Manchester is set out in the Greater Manchester Strategy:

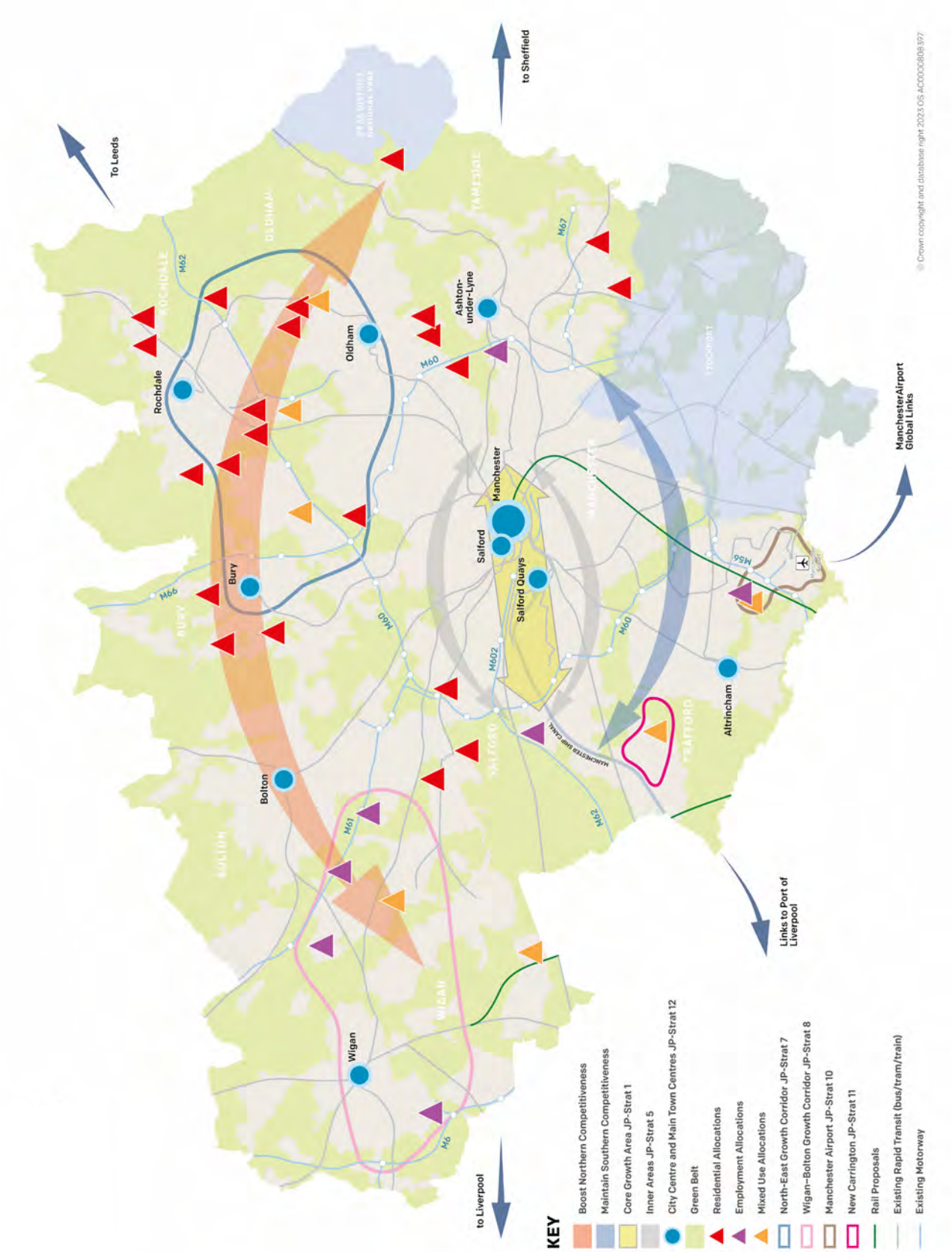
Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old:

- A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
- A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand, you'll get it.
- A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
- A place where people live healthy lives and older people are valued.
- A place at the forefront of action on climate change with clean air and a flourishing natural environment.
- A place where all voices are heard and where, working together, we can shape our future.

3.2 Through this Plan we are committed to supporting the achievement of this vision in our boroughs. However, this Plan is one of many ways in which the vision will be delivered, and many of the necessary actions will lie outside the scope of the Plan.

3.3 Figure 3.1 'Key Diagram' illustrates the Plan's spatial strategy, showing the locations that will be the main focus for development up to 2039.

Figure 3.1 Key Diagram



Strategic Objectives

Objective 1: Meet our housing need.

We will:

- Increase net additional dwellings;
- Increase the number of affordable homes;
- Provide a diverse mix of housing.

Objective 2: Create neighbourhoods of choice.

We will:

- Prioritise the use of brownfield land;
- Focus new homes in the Core Growth Area and the town centres;
- Focus new homes within 800m of public transport hubs;
- Ensure that there is no increase in the number of homes and premises at a high risk of flooding;
- Prioritise sustainable modes of transport to reduce the impact of vehicles on communities.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.

We will:

- Ensure there is adequate development land to meet our employment needs;
- Prioritise the use of brownfield land;
- Ensure there is a diverse range of employment sites and premises;
- Facilitate the development of high value clusters in key economic sectors such as:
  - Advanced manufacturing;
  - Business, financial and professional services;
  - Creative and digital;
  - Health innovation;
  - Logistics.

Objective 4: Maximise the potential arising from our national and international assets.

We will:

- Focus development in the Core Growth Area, Manchester Airport and key growth locations;
- Improve visitor facilities in the City Centre, Quays and Manchester Airport and our international and national sporting assets;
- Enhance our cultural, heritage and educational assets; Improve sustainable transport and active travel access to these locations;
- Improve access for local people to jobs in these locations;
- Ensure infrastructure provision supports growth in these locations;
- Increase graduates staying in Greater Manchester.

Objective 5: Reduce inequalities and improve prosperity.

We will:

- Ensure people in all of our neighbourhoods have access to skills training and employment opportunities;
- Prioritise development in well-connected locations;
- Deliver an inclusive and accessible transport network;
- Strengthen the competitiveness of north Greater Manchester;
- Reduce the number of our wards in the 10% most deprived nationally.

Objective 6: Promote the sustainable movement of people, goods and information.

We will:

- Enhance our existing transport network;
- Focus new development within 800m of sustainable transport hubs;
- Ensure new development is designed to encourage and enable active and sustainable travel;

- Expand our transport network to facilitate new areas of sustainable and inclusive growth;
- Capitalise on national and regional investment in transport infrastructure;
- Improve opportunities for sustainable freight;
- Ensure new development provides opportunities for affordable, high quality digital infrastructure.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.

We will:

- Promote carbon neutrality of new development by 2028;
- Promote sustainable patterns of development that minimise the need to travel and contribute to cleaner air;
- Locate and design development to reduce car dependency;
- Facilitate provision of infrastructure for cleaner vehicles;
- Improve energy efficiency and the generation of renewable and low carbon energy.

Objective 8: Improve the quality of our natural environment and access to green spaces.

We will:

- Enhance special landscapes, green infrastructure, biodiversity and geodiversity;
- Improve access to the natural environment and green spaces including parks;
- Promote the role of green space in climate resilience and reducing flood risk.

Objective 9: Ensure access to physical and social infrastructure.

We will:

- Ensure that our communities and businesses are supported by infrastructure;
- Improve the capacity and network coverage of digital, energy, telecoms, transport and water in key growth locations;
- Ensure new development is properly served by physical and social infrastructure including schools, health, social care, sports and recreation facilities.

Objective 10: Promote the health and wellbeing of communities.

We will:

- Ensure new development is properly served by health care services that meet the needs of communities;
- Improve access to healthy food options for all communities;
- Reduce the health impacts of air pollution through accessibility of sustainable travel such as public transport, cycling and walking;
- Maximise the health benefits of access to the natural environment and green spaces;
- Coordinate with and support the delivery of local and Greater Manchester wide health strategies.

Blank page

Strategy



Inclusive Growth

4.1 The central theme of our spatial strategy is to deliver inclusive growth across the city region, with everyone sharing in the benefits of rising prosperity. There are three main aspects to this:

- Making the most of the key locations and assets best-placed to support economic growth;
- Creating more favourable conditions for growth by providing high quality investment opportunities that help to address disparities; and
- Creating places which will be more resilient to climate change.

Making the Most of Key Locations and Assets

4.2 As globalisation continues and the pace of technological change accelerates, there will be increasing competition between cities for investment, jobs and skilled people. If Greater Manchester is to flourish in the long run, then it will need to make the most of its key assets and advantages, which can differentiate it from other places. The growth potential of a small number of locations that can boost international competitiveness will need to be maximised in order to support the prosperity of Greater Manchester as a whole.

4.3 Key locations and assets include:

- The huge agglomeration of economic activity at the centre of Greater Manchester, focused on the City Centre and the Quays but also extending westwards through Trafford Park and eastwards to Central Park and the Etihad campus, which provides an enormous number and range of jobs;
- Manchester Airport, which is the largest airport in the country outside London and the South East, and offers routes across the world;
- Connections to the post-Panamax facilities at the Port of Liverpool, via the Manchester Ship Canal, rail and motorways, enabling access to global shipping routes and the largest vessels;
- The universities and the knowledge economy, with a high concentration of students, research activity and scientific institutions. The Oxford Road Corridor is an internationally important location in this regard, whilst the University of Salford and the Crescent area have huge potential for further investment;
- The strong cultural identity of Greater Manchester and its constituent cities and towns, with a global reputation for sports and the arts; and
- The strong network of green and blue infrastructure including river valleys, lowlands uplands and woodlands.

4.4 The strength of these locations and assets will be further enhanced by significant investment in both national and sub-regional important public transport schemes.

Addressing Disparities

4.5 Over recent years, growth has been concentrated in the three local authority areas of Manchester, Salford and Trafford, and this is forecast to continue in the future. The potential for an uneven pattern of growth is reinforced by the fact that the key assets and locations discussed above are focused very much in the central parts of Greater Manchester, with the airport on the southern edge of the sub-region and the potential associated with the Port of Liverpool towards the west.

4.6 When a broad range of socio-economic measures are considered, such as levels of economic activity, qualifications, occupation, household incomes, house prices, poor health, population change and levels of housing development, the northern areas of Greater Manchester with the exception of Bury (i.e. Wigan, Bolton, Rochdale, Oldham and Tameside) perform significantly worse than the southern areas. The low forecast growth rates for these northern areas risks reinforcing rather than tackling those problems.

4.7 However, despite the economic success of the City Centre, the largest concentration of severe deprivation is in the central areas that surround it. In contrast with the northern areas, these deprived central parts face very high development pressures, and have been the primary focus for inward international migration to Greater Manchester in recent years.

Efficient Use of Land Resources

4.8 A key role of this Plan is to manage the conflicting demands on our finite land resources. The need for new housing, employment, facilities and infrastructure has to be accommodated, whilst at the same time protecting the environment, urban green spaces, the countryside and the identity of different places.

4.9 The rate of expansion experienced over the last 150 years cannot be continued indefinitely. In order to minimise future outward growth of the built-up area, it will be important to ensure that land resources are used efficiently and effectively, and this is a key principle behind the spatial strategy set out in this document.

4.10 An essential aspect of the efficient and effective use of land will be for authorities to make as much use as possible of suitable previously-developed

(brownfield) land and vacant buildings when meeting development needs. This will help to address dereliction and bring investment into existing urban areas, supporting their regeneration and enhancement. Abnormal costs such as those associated with addressing land contamination can have a negative impact on the viability of developing brownfield sites, and so securing funding to support remediation will be a priority.

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".

4.12 Maximising the reuse of previously-developed land and delivering higher densities in the most accessible locations will together help to reduce the total amount of land required for new buildings and hence minimise the need for development of greenfield sites.

4.13 This focus on utilising previously-developed land and increasing densities in accessible places further reinforces the importance of delivering high levels of growth in the Core Growth Area, as locations such as the City Centre and the Quays are already characterised by high density development and have the greatest potential to be well-connected by public transport to residents across Greater Manchester. The town centres across the plan area will also be well-placed in this regard.

4.14 However, even with increasing densities and the reuse of brownfield land, the scale and distribution of development required to meet our needs has necessitated the need for selective removal of Green Belt and the use of other land previously safeguarded from development.

Opportunities and Challenges

4.15 Different parts of Greater Manchester can therefore be seen to be facing different challenges. In broad terms:

- The central areas have a combination of a high concentration of key growth assets with large levels of past and forecast growth, but considerable deprivation;
- The southern area also has significant forecast growth, but with typically higher levels of prosperity, as for example shown by average household incomes and house prices, lower levels of deprivation (though there are still some concentrations), and the key economic asset of Manchester Airport; and
- The northern areas typically have lower recent and forecast growth, extensive areas of deprivation and, although there are some important infrastructure assets such as the M62 motorway and significant levels of manufacturing activity, the growth opportunities are currently more limited than in the rest of Greater Manchester.

4.16 Our spatial strategy responds to this variation, whilst also recognising both the commonalities between places and the diversity within each of them. This is essential to delivering inclusive growth that secures greater prosperity and quality of life for everyone in the city region.

Spatial Strategy

4.17 The overall spatial strategy of the Plan seeks to take advantage of the opportunities for delivering high levels of economic growth, whilst addressing the challenges for securing genuinely inclusive growth and prosperity.

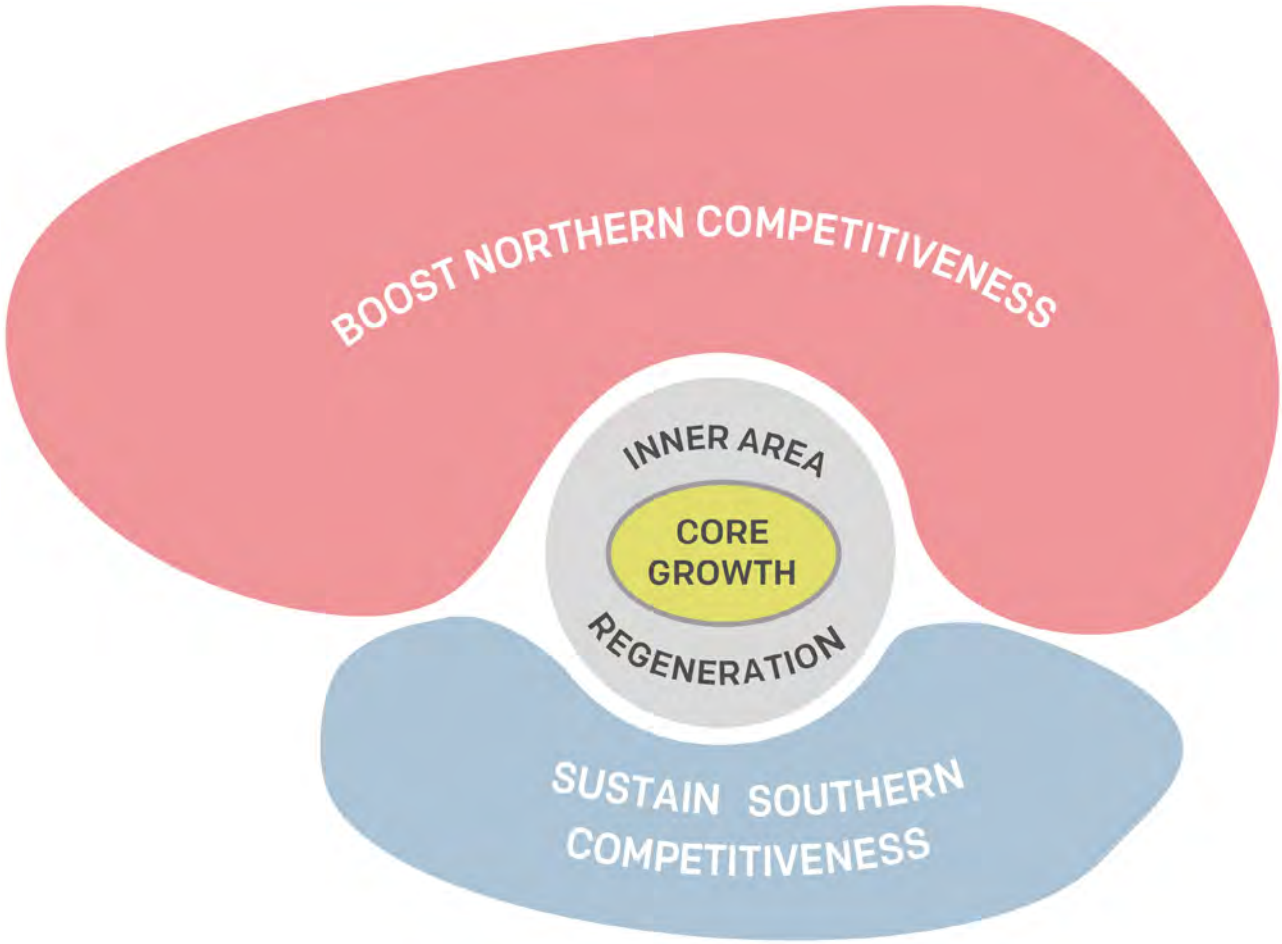
4.18 Making the most of the key assets at the core of the conurbation is central to the approach, as this will be essential to maximising the competitiveness of Greater Manchester and driving economic growth across the city region. Securing major investment in the surrounding inner areas will be important to addressing the extensive deprivation in those neighbourhoods, as well as supporting the successful functioning of the core areas.

4.19 If the forecast patterns of growth continue unchecked, reinforcing past trends, then Greater Manchester will become increasingly southward focused, with greater disparities between its northern and southern areas. This is not considered to be consistent with delivering inclusive growth and would adversely impact on the long-term prospects for Greater Manchester. Hence, the Plan seeks to boost significantly the competitiveness of the northern parts of Greater Manchester, whilst ensuring that the southern area continues to make a considerable contribution to growth by making the most of its key assets.

4.20 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 4.9) provide an

illustrative representation of key aspects of policies JP-Strat1 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 4.9 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 and Five Year Delivery Plan 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.

Figure 4.1 Spatial Strategy



4.21 The areas identified in the above diagram do not have firm boundaries. There is some overlap between them, and they are likely to evolve over time. However, in broad terms they can be described as follows:

- Core Growth Area: central Manchester, south-east Salford, and north Trafford

- Inner Area Regeneration: surrounding inner parts of Manchester, Salford and Trafford
- Boost Northern Competitiveness: Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford
- Sustain Southern Competitiveness: Most of Trafford and south Manchester but also Stockport, who will play a vital role in this through its own Local Plan.

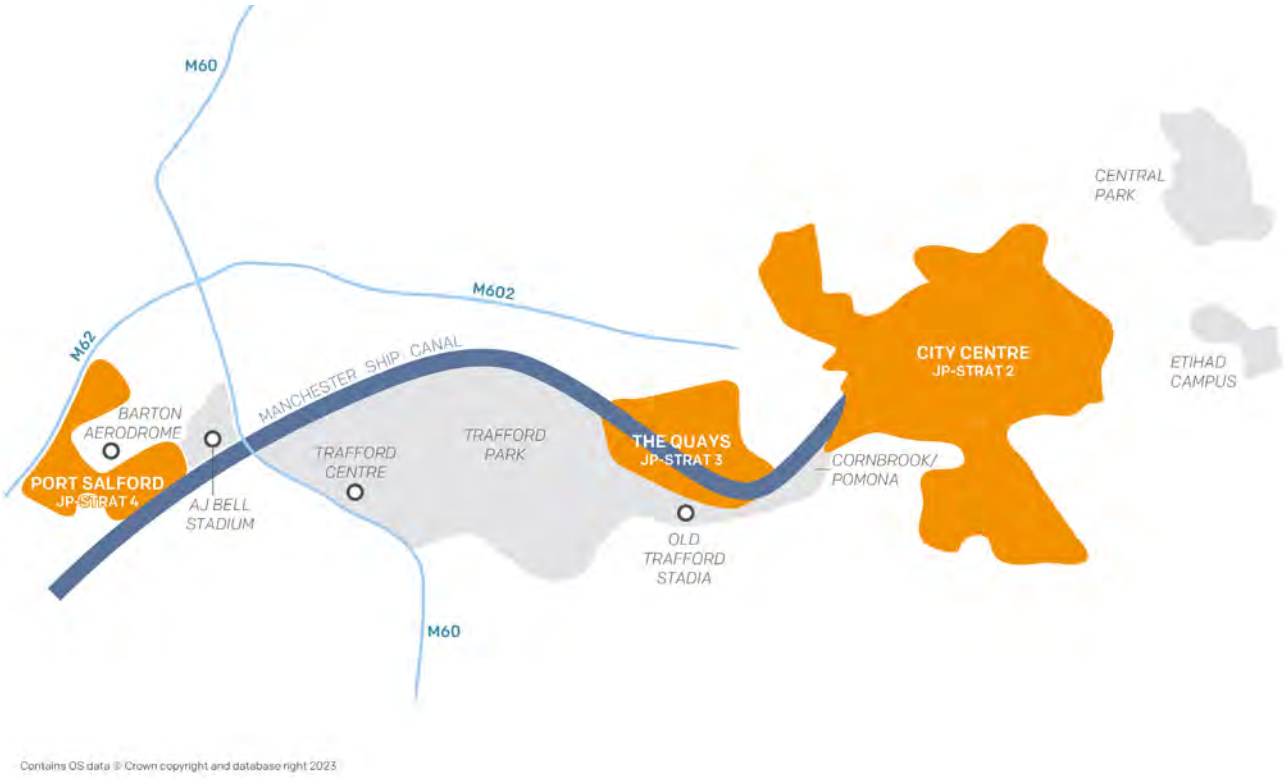
4.22 The rapid transit routes and strategic green infrastructure, which are also an important part of the spatial strategy, extend through all of these areas. The main town centres are located within the northern and southern areas.

4.23 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.

Core Growth Area

4.24 The huge agglomeration of economic activity at the centre of Greater Manchester is perhaps the city region's greatest strength. At the heart of this is the City Centre, which is the most significant economic location and largest office market in the country outside London. Immediately to its south-west is the Quays, which provides an internationally significant cluster of digital and creative uses. The wider central economic area extends beyond the City Centre and the Quays, eastwards to include Central Park and the Etihad campus, and westwards through Trafford Park, which is one of Europe's largest industrial estates, to Port Salford. This area provides a huge scale and diversity of economic and residential opportunity, which is accessible from across Greater Manchester and beyond.

Figure 4.2 Core Growth Area



4.25 A strong focus of growth in the Core Growth Area, particularly the City Centre and the Quays, is fundamental to our overall strategy. This is the area with the largest concentration of key assets, and which has seen the highest level of market interest over a prolonged period of time. It provides the greatest growth potential and best opportunity to increase the international competitiveness of the city region. It offers a significant opportunity to create jobs for existing local communities, particularly those from the more deprived communities, thereby reducing poverty and delivering inclusive growth. Despite the challenges currently facing the nation as a result of the health crisis resulting from the Coronavirus pandemic, delivering high levels of employment growth in this area will be crucial to maximising the accessibility of jobs to residents across Greater Manchester in a sustainable way. This continuing agglomeration of activity will provide the scale, quality and profile of activity necessary for Greater Manchester to become a top global city.

4.26 There is also an opportunity to continue to grow significantly the residential role of this core area, including a broader range of dwelling types and an increase in the supply of affordable housing. Securing large numbers of new homes in this part of the sub-region will enable more people to live near to a variety of employment, business and leisure opportunities, and reduce

pressure on greenfield and Green Belt land elsewhere in Greater Manchester. However, it will be important to ensure that this complements rather than displaces the economic functions.

4.27 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 typically be delivered at high densities, reflecting the accessibility and prominence of those locations. There will remain extensive areas of lower density employment development such as within Trafford Park and at Port Salford, providing a diverse range of employment and business opportunities. Separate policies are set out below for the City Centre, the Quays, and Port Salford.

Policy JP-Strat1: Core Growth Area

The economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities.

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.

Infrastructure provision will support the growth and continued capacity of the Core Growth Area.

City Centre

4.28 The City Centre lies at the heart of Greater Manchester, straddling the boundary between Manchester and Salford. It is mainly contained within the Inner Relief Road but also extends beyond, including along Oxford Road to the south and along Chapel Street and the Crescent to the west.

4.29 The City Centre plays a key role in Greater Manchester's economy, and that of the North of England more generally, providing around 10% of all jobs in the sub-region. It offers a large range of employment, shopping, leisure and tourism opportunities, attracting significant numbers of visitors to Greater Manchester. It also has a high concentration of knowledge-based activities, with three universities, several major research centres, and a large supply of graduates, as well as a valuable historic environment with numerous heritage assets. The completion of major transport infrastructure schemes towards the end of the Plan period, such as Northern Powerhouse Rail, will improve

services to and from the major cities in the North, further enhancing the attractiveness and potential of the City Centre. Improved connectivity between the City Centre and adjacent areas, such as between The Quays and Salford Crescent, will support growth across the City Centre, as well as in edge-of-centre locations that benefit from this improved connectivity and become increasingly suitable for higher density and the expansion of further knowledge based clusters of development.

4.30 Although there is already a very high level of activity within the City Centre, the area has significant development potential and will be the largest source of new jobs and homes in Greater Manchester over the next few decades. Over the period 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 types of homes so that people can live close to a major source of jobs, education and amenities, reducing the need to travel. This will make it essential that major improvements in public transport continue to be provided, ensuring that residents from across Greater Manchester and beyond can easily access the opportunities within the City Centre without increasing congestion, and enabling employers to take advantage of the large and diverse labour market.

Policy JP-Strat2: City Centre

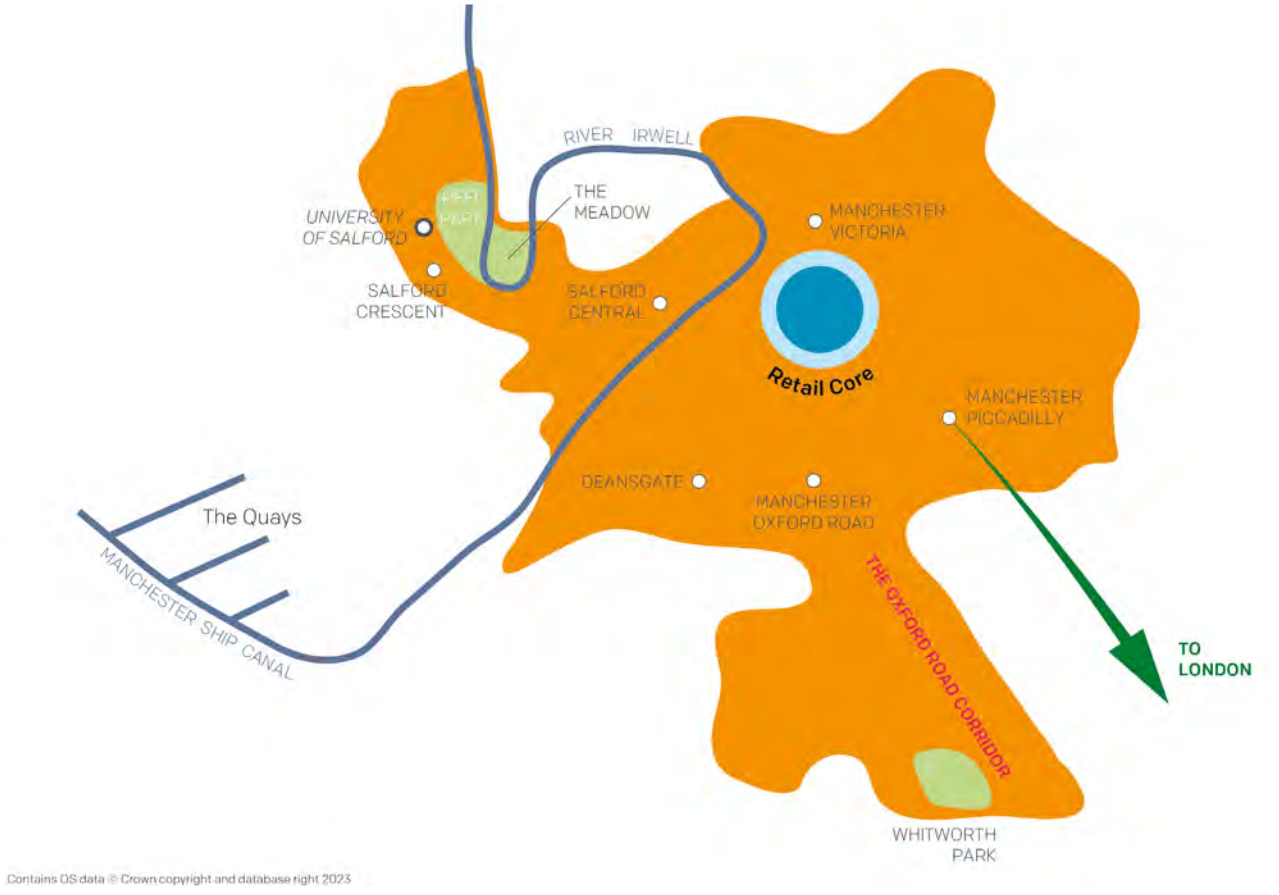
The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It 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.

It will be a priority for investment in development and infrastructure. This will include addressing current network capacity issues in the City Centre which will enable the future expansion of the rapid transit public transport network across Greater Manchester. Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the local character and environmental quality of the City Centre so that it can rival city centres across the globe, enabling it to compete effectively at the international level for

investment, businesses, skilled workers, residents and tourists. A broad range of commercial accommodation will be delivered, helping the City Centre to capture growth across key economic sectors.

The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets.

Figure 4.3 City Centre



The Quays

4.31 The Quays is located just to the south-west of the City Centre, in Salford and Trafford, focused around the Manchester Ship Canal and a series of bays and basins.

4.32 Since the 1980s, the Quays has gradually been transformed from a derelict docklands into a vibrant mixed-use area with well-established tourism,

employment, retail and residential functions taking advantage of the high quality environment and waterside setting. The development of MediaCityUK over the last decade has helped to establish an internationally significant cluster of digital and media uses, including the BBC and ITV, but the area also has a wider business function and is one of the primary office locations in Greater Manchester. The Salford side of the Quays benefits from several Metrolink stops and the Trafford side now also benefits from the recent expansion of the Metrolink network through the completion of the new £350m Trafford Park Line in 2020.

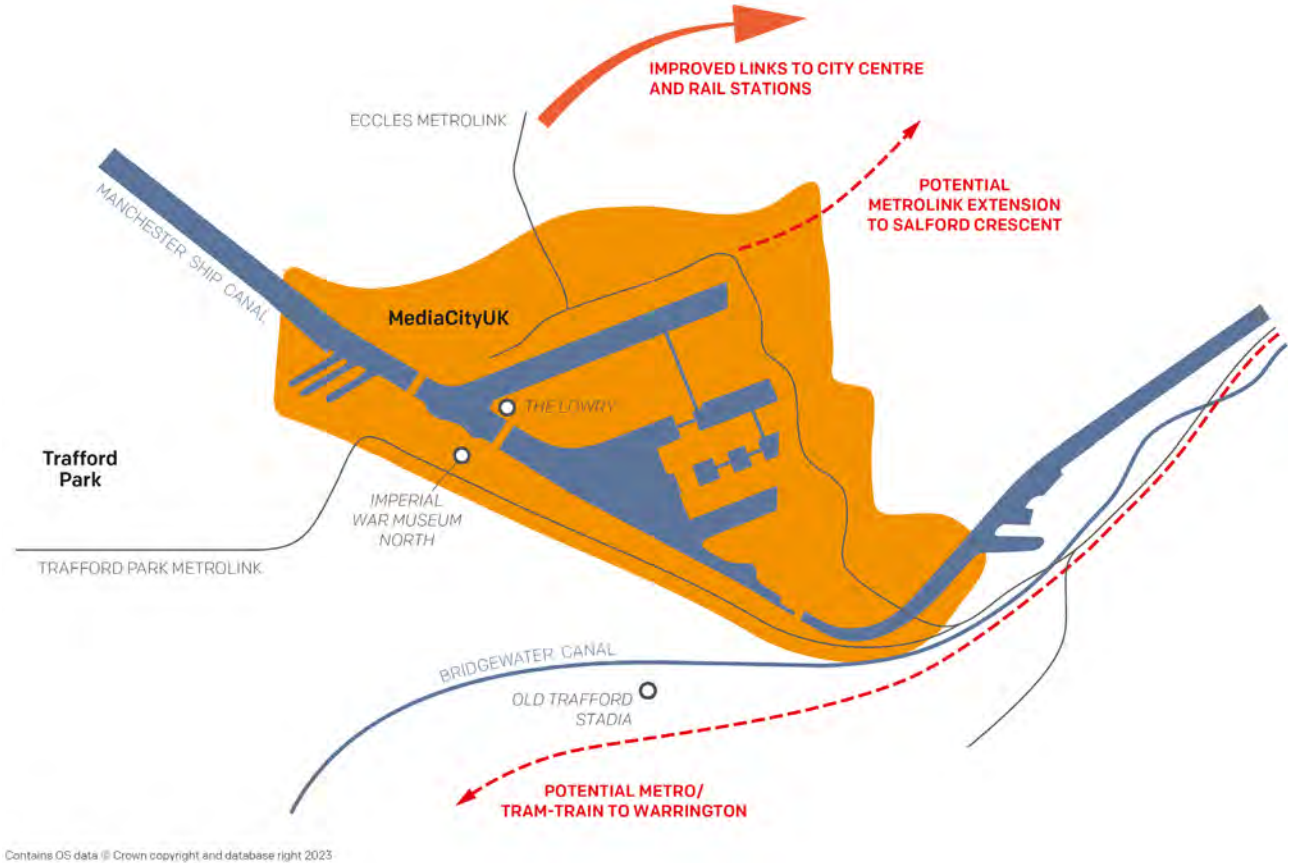
4.33 Although the Quays has seen very significant levels of investment in recent years, there is still enormous development potential within the area across all of its functions, including major expansion of the digital/creative cluster and significant residential opportunities. Over the period 2022-2039, 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. It offers significant opportunity to maximise the use of previously developed land by delivering large scale residential development close to a major source of jobs and education supported by the necessary infrastructure and amenities. Substantial improvements in transport infrastructure, particularly public transport, will be required if the Quays is to realise its full potential and residents across Greater Manchester are to take maximum advantage of its success. It will also be important to improve the connections between the Quays and the City Centre, as this would further strengthen the success of both strategic locations, providing an enormous concentration of integrated activity and maximising their agglomeration benefits.

Policy JP-Strat3: The Quays

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. 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.

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.

Figure 4.4 The Quays



Port Salford

4.34 Port Salford is currently under construction and will be the UK's first tri-modal inland waterway port. It is located on the Manchester Ship Canal, which is a unique 36-mile long seaway extending from the heart of Greater Manchester westwards to the Mersey Estuary, however, this location offers significant opportunity for further economic growth. Supported by sustainable transport it will ensure the economic growth at this location is accessible to a wide range of residents and will reduce levels of poverty in Greater Manchester, particularly in the surrounding "inner areas".

4.35 New canal berths at Port Salford will enable direct shipping services to the Port of Liverpool, where post-Panamax facilities can accommodate the world's largest vessels, providing access to global markets and suppliers. A new rail spur from the main Manchester-Liverpool line into the heart of the Port Salford site and alongside the canal, together with the provision of a major container terminal, will enable easy movement of goods between water, rail and road.

4.36 The first warehouse has been constructed and occupied, and the first phases in a series of major highway works have been completed including a new lifting bridge across the Manchester Ship Canal. A further three large-scale buildings to the south of the A57 have planning permission, and this plan takes land out of the Green Belt to the north of the A57 to enable a major expansion of the scheme. Port Salford as a whole could provide around 500,000 sqm of high quality floorspace within an integrated facility by the end of the Plan period.

4.37 The tri-modal facilities at Port Salford have the potential to deliver major benefits for Greater Manchester, not only supporting a larger and more sustainable logistics sector but also enabling the more efficient and cost-effective movement of components and products for manufacturers.

4.38 A key strength of Port Salford is its location near to the junction of the M60, M62 and M602 motorways. It is likely that major enhancements to the motorway network around Port Salford will be required, both to support the scheme and address wider congestion issues. The ongoing Manchester North West Quadrant Study is investigating the options for broader motorway network improvements, and it will be important to coordinate the development of Port Salford with any emerging proposals.

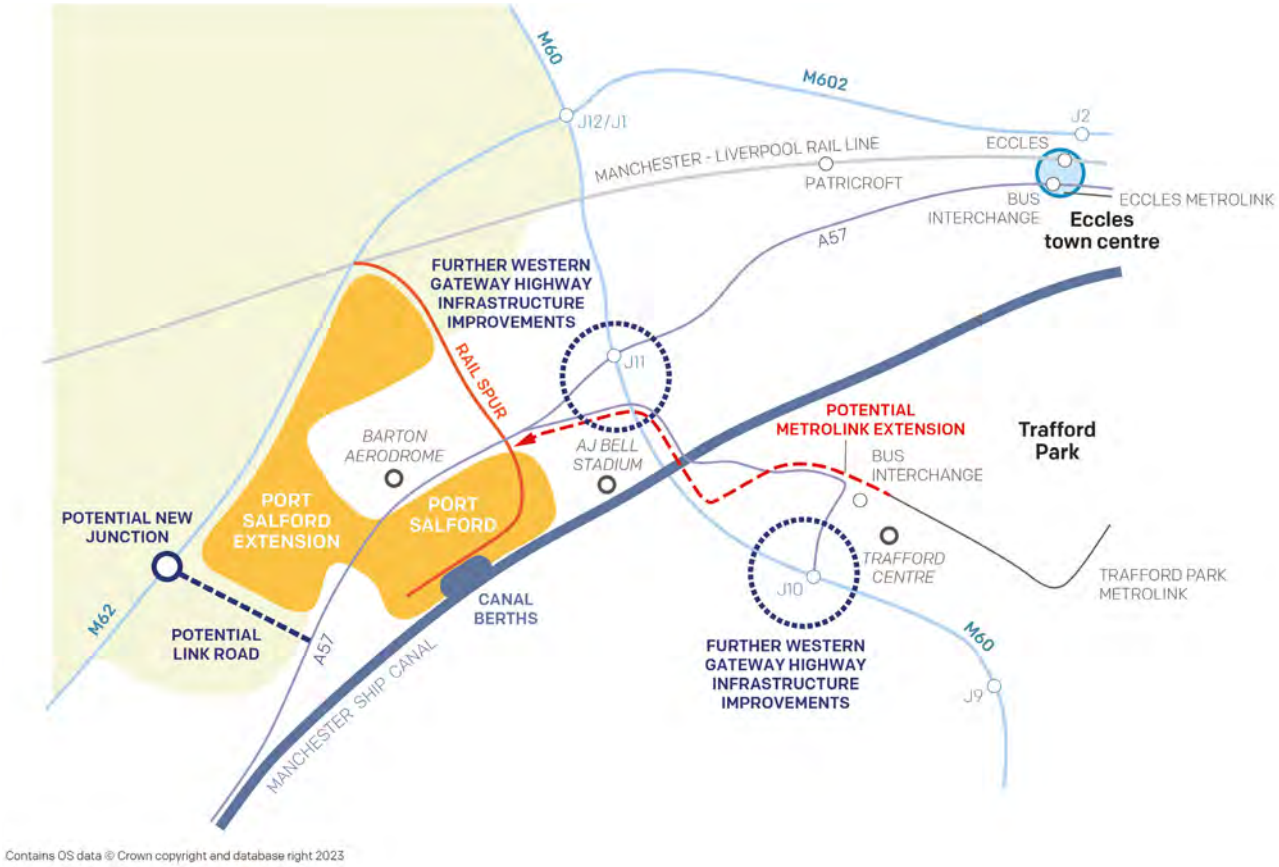
Policy JP-Strat4: Port Salford

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 26 'Port Salford Extension'.

The development of Port Salford must be delivered together with necessary transport infrastructure, including highway improvements to accommodate the likely scale of traffic generation, in a way that is compatible with committed proposals for the enhancement of the wider motorway network and the provision of appropriate sustainable travel opportunities to meet the needs of the employees accessing the site. The growth of Port Salford will be managed to reflect the creation of additional capacity in the transport network and in accordance with the requirements of policy JPA26.

Figure 4.5 Port Salford



Inner Area Regeneration

4.39 The inner areas of the city region, surrounding the City Centre and the Quays, benefit from a position adjacent to an enormous concentration of economic activity. However, despite this proximity, these inner areas are characterised by high levels of deprivation, with extensive parts being amongst the 10% most deprived neighbourhoods in the country.

4.40 The challenges faced by the inner areas are quite different to most other deprived areas in Greater Manchester. Over the last 15 years, the 22 wards[14] at the heart of the inner area have collectively seen an increase in population of 38% compared to growth of 11% across the rest of the city region, and these wards have been the primary focus for international migration into Greater Manchester. The age profile of this population change has also been

[14] Ancoats and Clayton, Ardwick, Bradford, Cheetham, Crumpsall, Fallowfield, Gorton North, Gorton South, Harpurhey, Hulme, Levenshulme, Longsight, Miles Platting and Newton Heath, Moss Side, Old Moat, Rusholme, Whalley Range, Withington (all in Manchester), Broughton, Irwell Riverside, Langworthy (in Salford), and Clifford (in Trafford). There are 215 wards in Greater Manchester.

distinctive, with increases of 36% in 0-17 year olds, 42% in 18-29 year olds and 37% for 30-44 year olds, compared to figures of 3%, 15% and -7% respectively for the rest of Greater Manchester. In contrast, the area saw a reduction in residents aged 65 and over, whereas the rest of the city region had an increase of more than one-fifth.[15]

4.41 The high growth in population has led to significant development pressures, not just in terms of new build developments but also more intensified use of existing properties such as conversions to houses in multiple occupation (HMOs). The proposed scale of job growth in the Core Growth Area, and the excellent location of the inner areas in relation to them, make it likely that there will continue to be significant pressures from population growth within this part of Greater Manchester.

4.42 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.

4.43 The high levels of deprivation highlight the need for sustained neighbourhood regeneration, with investment in improving the quality of existing housing (including its energy efficiency and access to amenity space) as well as providing a good mix of new homes. Although there is a need for significant levels of development to meet demand and to maximise the use of brownfield land, it will be essential that the network of open spaces and other green infrastructure is improved, contributing to the long-term attractiveness of these neighbourhoods. Raising the quality of these places will depend on tackling issues such as traffic congestion and air quality, which are typically more severe than in many other parts of the city region. There are also quite significant areas of flood risk.

[15] ONS ward-based mid-year population estimates (experimental) 2002-2017 - see Ward-level population estimates.

Policy JP-Strat5: Inner Areas

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 new development will be accommodated in this highly accessible and sustainable location.

New development will be, predominantly residential and will be integrated with existing communities, enhancing the quality of places and their local character. 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.

Boosting Northern Competitiveness

4.44 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. These northern areas have many strengths, such as their distinctive landscapes, proud communities, a strong manufacturing base and the opportunity for links to areas of economic prosperity beyond Greater Manchester, but their potential is not currently being fully realised. If current trends continue then disparities between the northern and southern areas will increase, and this will be harmful not only to the prospects for the north but also to those of Greater Manchester.

4.45 The northern areas are diverse, but there are considerable areas of deprivation within most districts. Deprivation is particularly extensive across the north-east, with relatively high levels through much of Rochdale, Oldham, and Tameside, extending into north Manchester. This north-eastern area is characterised by relatively low incomes, low house prices, low qualifications, low economic activity, low proportions in higher managerial/professional occupations, and poor average health. There are also significant pockets of deprivation elsewhere in the northern areas, particularly around the main town centres, which share similar problems to the north-east. However, there are also more prosperous areas across the north, especially in suburban and rural areas towards the edges of each district, with the district of Bury sharing many of the attributes of the wealthier southern areas of Greater Manchester.

4.46 Some significant interventions will be required to address the extensive deprivation and the relatively low levels of growth, economic activity and

prosperity. Investment will be required across the northern areas, with the provision of a good supply of high quality development sites and major transport improvements across all districts to support greater competitiveness. However, it will be vital that this is done in a sensitive way that protects the character and identity of the north, and the quality of key landscapes such as the uplands and river valleys.

4.47 Two locations have been identified as being especially important, having the potential to deliver significant benefits over a wider area and make a major contribution to raising the competitiveness of the northern areas as a whole: the north-east growth corridor; and the Wigan-Bolton growth corridor. These are discussed in more detail below.

4.48 Investment in the town centres of the northern districts will be vital, particularly the main town centres of Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale and Wigan. There is a need to increase the density of high quality public transport routes to match that found in the southern areas. Improving connections between places in the north, and to key growth locations such as those within the Core Growth Area and Manchester Airport, would help to deliver a more integrated Greater Manchester economy where everyone can benefit fully from growth.

4.49 It will be important to increase the attractiveness of the northern areas to a wider range of people. In particular, there is the potential to increase the number of higher income households who choose to live in the north. The influx of more entrepreneurs and skilled workers could help to increase business creation and support local economic activity, as well as reducing pressures in the southern areas which currently have high levels of demand. This Plan allocates a small number of sites in the northern areas specifically to increase attractiveness of the northern areas to highly paid, highly skilled workers, including at such sites as Chew Brook Vale (Robert Fletchers) in Oldham (Policy JP Allocation 13 'Chew Brook Vale (Robert Fletchers)'), Bamford/ Norden in Rochdale (Policy JP Allocation 17 'Bamford / Norden') and East of Boothstown in Salford (Policy JP Allocation 25 'East of Boothstown') although many other sites have the potential to attract skilled workers and hence boost the competitiveness of the north.

Policy JP-Strat6: Northern Areas

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 (brownfield) land through urban regeneration, enhancing

the role of the town centres and diversifying the residential offer. This will be complemented by the allocation of sites for development identified in Chapter 11 of this plan, that will help to boost economic opportunities and diversify housing provision. 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.

North-East Growth Corridor

4.50 The most significant proposed intervention in the northern areas is focused on the M62 corridor from Junction 18 (the confluence with the M60 and M66) to Junction 21 (Milnrow), extending across parts of Bury, Rochdale and Oldham (JP-Strat7). The scale of this initiative is considered necessary in order to transform perceptions of, and opportunities within, the north of Greater Manchester. There are 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. 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.

4.51 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 (policy JPA1.1 and policy JPA1.2), Stakehill (policy 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.

4.52 This location has been selected for large-scale intervention for three main reasons. Firstly, this part of its corridor already has well-known established employment locations such as Heywood, Pilsworth, Stakehill and Kingsway Business Park. Additionally, the M62 is a key piece of transport infrastructure connecting Greater Manchester with the major cities of Liverpool and Leeds, and beyond. As such, it has the scale, connectivity and profile required to attract a broad range of high quality occupiers and major inward investment. This will not only provide a better range of good quality jobs but will also offer opportunities for premises for new and growing sectors for example advanced

manufacturing. Secondly, the corridor is close to a substantial residential population, many of whom live in deprived wards with poor connectivity to employment opportunities. Whilst Stakehill Industrial Estate has a strong reputation as an employment location and has excellent access to the motorway network, only the western edge of the site is currently served by good public transport links. In other directions, particularly to and from the Oldham borough, it requires improvement. New investment in this location, in particular that which delivers improved public transport, could therefore make a major contribution to regeneration and addressing inequalities, whilst also offering employers easy access to a very large labour market. 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 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, inclusive growth of Greater Manchester, as well as specifically helping to improve the performance of the northern areas of the city region.

4.53 Works to improve the capacity of Simister Island (the junction of the M62, M60 and M66 motorways) are already planned, but additional investment in the motorway network will be required to support the scale of development proposed within the North-East Growth Corridor, including improvements to Junction 3 of the M66. The area may also be the subject of proposals to improve the performance of the whole length of the M62/M60 through Greater Manchester.

4.54 Major public transport improvements will be required to ensure that surrounding communities can take advantage of the new jobs, and new residents can access key locations such as the City Centre, nearby main town centres and key employment locations. This provides an opportunity to deliver a more extensive and integrated public transport network in the north-east of Greater Manchester, connecting existing communities that are currently poorly served. Improvements to the Calder Valley Line have received commitments to be delivered and the North-East Growth Corridor will also benefit from additional local bus services as well as proposed Bus Rapid Transit to serve the new developments. Work is also on-going into the future development of Bus Rapid Transit connections from the North-East Growth Corridor and surrounding towns to the City Centre.

4.55 In addition to the transport investments needed to directly support the level of development proposed, consideration is being given to delivering infrastructure that will benefit the wider area, including options for tram-train operation along the route of the East Lancashire Rail line, alongside the Heritage Railway and options for a Metrolink or Bus Rapid Transit extension to Middleton.

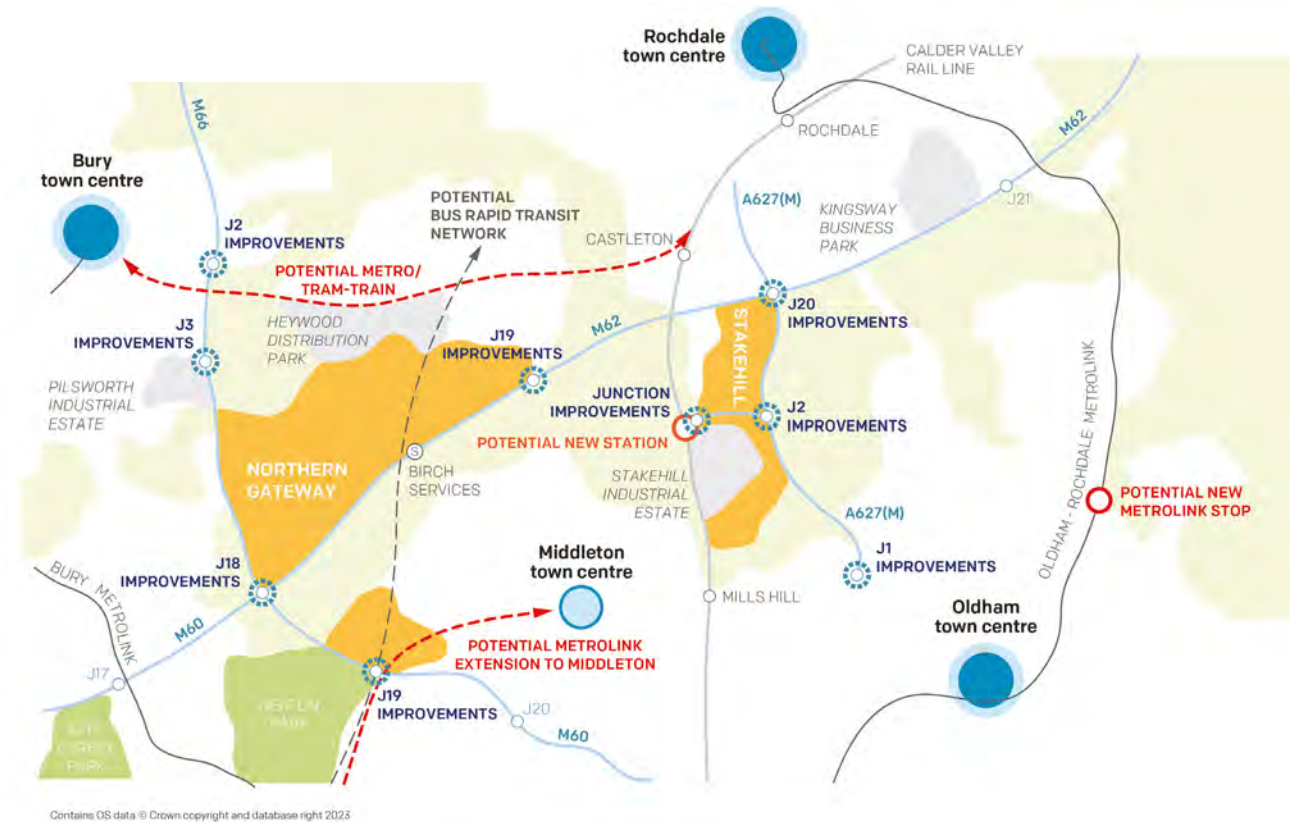
Policy JP-Strat7: North-East Growth Corridor

Lying within the area and policy framework covered by policy JP-Strat6, 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. This will be supported by a significant increase in the residential offer, thereby delivering truly inclusive growth over the lifetime of the Plan.

Specifically this Plan allocates three major sites within the area, 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'

Figure 4.6 North-East Growth Corridor



Wigan-Bolton Growth Corridor

4.56 The Wigan-Bolton Growth Corridor is located in the north-west of Greater Manchester and complements the North-East Growth Corridor ensuring that there are significant investment opportunities across the northern areas, helping to boost the competitiveness of all parts of the north and delivering inclusive growth. The Wigan-Bolton Growth Corridor proposals are smaller in scale than the North-East Growth Corridor but are nevertheless important in supporting long-term economic prosperity. The M6 logistics hub in Wigan (extending into Warrington, St Helens and West Lancashire) provides a major cluster of warehousing and distribution activity with easy access to the Port of Liverpool via the M58.

4.57 This growth corridor is focused around improved transport links. These include new roads and a Wigan to Bolton Quality Bus corridor and, the more intense use of the Wigan – Atherton – Manchester and the Wigan – Bolton – Manchester rail lines. New road infrastructure will improve east-west connectivity between Junction 26 of the M6 (which is also the junction for the M58 motorway that provides a direct connection to the Port of Liverpool) and Junction 5 of the M61. This transport infrastructure will significantly

improve highway connections in the north-west of Greater Manchester, and better integrate the strong logistics functions along the M6 and M61 into the wider city region, as well as helping to address local congestion issues. The increased use of the existing rail lines could include conversion to tram-train use on the Atherton line and electrification on the Bolton line. This would increase capacity and, along the Atherton line has the potential to increase the number of stations. The rail lines and new road infrastructure extend through and near a series of deprived neighbourhoods across central Wigan and into south Bolton and will greatly improve access to employment opportunities, and hence will have a major regenerative role and reduce levels of deprivation.

4.58 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.

4.59 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. 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 an equivalent Development Plan Document following the adoption of Places for Everyone. The corridor also benefits from its proximity to other important assets. Wigan Town centre lies just to the north, which provides direct rail access to London. The lowland wetland and mosslands are just to the south, forming part of the strategic green infrastructure network.

Policy JP-Strat8: Wigan-Bolton Growth Corridor

Lying within the area and policy framework covered by JP-Strat6, the Wigan – Bolton Growth Corridor will deliver a regionally-significant area of economic and residential development.

New highway infrastructure is intended to 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 are also planned, 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.

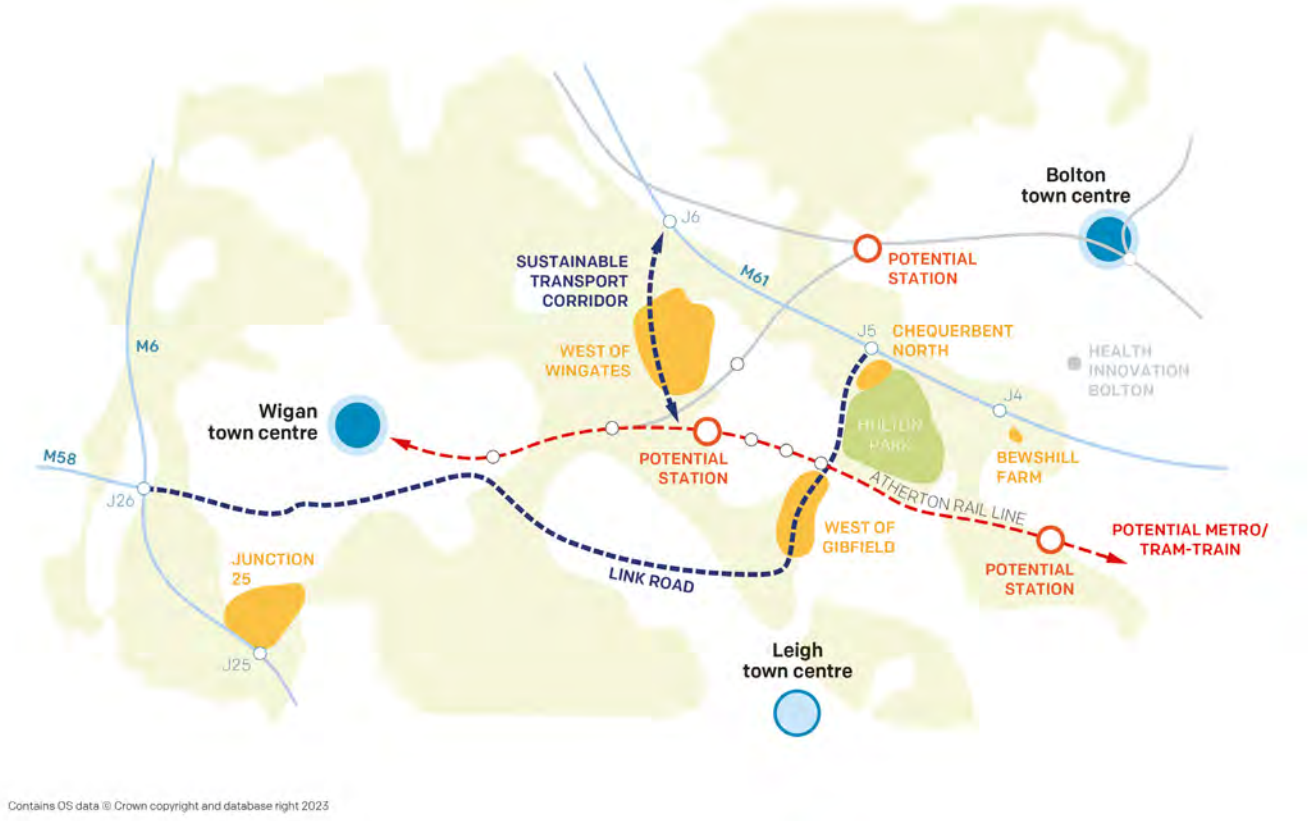
Specifically, this Plan allocates the following sites, as identified in Chapter 11, to support the success of the growth corridor:

- Policy JP Allocation 4 'Bewshill Farm'
- Policy JP Allocation 5 'Chequerbent North'
- Policy JP Allocation 6 'West of Wingates / M61 Junction 6'
- Policy JP Allocation 31 'M6 Junction 25'
- Policy JP Allocation 34 'West of Gibfield'

In addition, the following will also be supported:

- The restoration of Hulton Park, and the provision of a Ryder Cup standard golf course and associated leisure and tourism facilities
- The development of a health innovation cluster, including a health village on land at Royal Bolton Hospital.

Figure 4.7 Wigan-Bolton Growth Corridor



Sustaining Southern Competitiveness

4.60 The southern areas of Greater Manchester are typically characterised by high levels of demand and forecast growth and include some of the city region's most popular neighbourhoods. Large parts of the south, extending into north Cheshire, have high house prices and relatively high household incomes, but also significant issues of affordability. Nevertheless, there are pockets of deprivation across the southern areas, and hence significant disparities between communities.

4.61 Some areas of the south have good rapid transit connections to the City Centre, however there are opportunities to improve connectivity. The area also benefits from the international connections of Manchester Airport. Following the development and completion of Northern Powerhouse Rail, parts of Greater Manchester, including the City Centre and Manchester Airport will be well-connected, and the southern areas will be well-located to take advantage of this.

4.62 The landscape of the southern areas contrast with the upland landscape of the northern parts of Greater Manchester. The southern areas contain important

strategic green infrastructure assets, including major river valleys such as the Mersey and Bollin and some extensive areas of woodland.

4.63 Our overall spatial strategy seeks to spread prosperity to all parts of the city region. However, this must be balanced with the need to ensure that the competitiveness of the southern areas is sustained, and the potential of key assets such as the main town centres and Manchester Airport is realised. It is essential that this is done in a sensitive way that protects the character and quality of key landscapes which will also help to deliver broader sustainability objectives.

4.64 A significant amount of investment in both development and new and improved transport infrastructure will be focused around two of Manchester's key assets, Manchester Airport and Wythenshawe Hospital. This will include the selective release of Green Belt for new employment and housing around the proposed NPR station and beyond to the hospital and southern edge of Timperley. Development in this location will need to be cognisant of and complementary to the aspirations of existing businesses in the locality.

4.65 An additional location in this area which has been identified as being especially important to Greater Manchester, is the proposed development focused around the former chemicals complex at Carrington in Trafford, which will enable a significant amount of contaminated land to be restored. It will make a significant contribution to the area's new housing and economic growth as well as supporting the regeneration of neighbouring Partington and Sale West. Separate policies on the Manchester Airport area and New Carrington are set out below.

4.66 Our southern areas benefit from their proximity to prosperous locations, such as Cheshire East and Warrington, and taking opportunities to increase further the economic and functional connections between these areas supports their mutual success. Given the proximity of development outside the Greater Manchester boundary, to the south, to the need to work with our partners to coordinate major development close to the boundaries of Greater Manchester, particularly in terms of transport implications.

4.67 Although policies in this plan do not apply to land within Stockport, it is necessary to acknowledge and welcome the role Stockport will play in sustaining the southern areas, including delivering sustainable communities at its heart. Stockport Council has signalled its intentions in this regard, with the creation of the first Mayoral Development Corporation (MDC) which will help to improve the residential, retail, leisure, office and industrial offer in and around the Town Centre. In delivering a new community of up to 3,500 homes and approaching 100,000 sqm of commercial space over the next 15-20 years, it is

clear the role that this MDC will play in sustaining the competitiveness of the southern area.

Policy JP-Strat9: Southern Areas

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 making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets, including education and training facilities enabling people to gain access to employment opportunities. As 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.

Manchester Airport

4.68 Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 28 million passengers in 2019 and adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. It is the only airport in the country other than Heathrow to have two full length runways, but with the key advantage of having significant spare capacity, and the potential to grow to some 55 million passengers a year. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables Northern Britain to benefit from a major international air gateway for both business and leisure traffic, passengers and freight. This is a vitally important role not just for Greater Manchester but also for a much wider area across the North and Midlands, enabling businesses and residents to access opportunities across the globe and providing a key access point for international visitors to the UK. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area. More locally, the emerging Airport City development is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.

4.69 A major (£1bn) investment programme is underway to transform the airport and improve its facilities to create a much improved customer experience and meet the changing needs of passengers and airlines. Its expanding route network and growth are supported by the Government's policy[16] to make best use of the UK's runway capacity and maintain the UK's international connectivity and place in the global market. 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.

4.70 To maximise the contribution of the airport to the wider growth agenda, it needs to be well-connected to the key towns and cities that it serves. High quality reliable and speedy journeys are crucial to spreading the economic stimulus that it creates and encouraging the growth in long haul services. This requires further investment in the North's strategic road and rail corridors, as part of a wider strategy to better connect the region's key gateways and economic centres. The M56 J6 to J8 smart motorway scheme maximises the benefits of recent/ongoing investment in the A556 and M6 J19 improvements. National Highways have also commenced a South Manchester Highways and Transport Study which is exploring options for improvements to transport links to mitigate the impact on the M56 of proposed growth in this location. The provision of a new Airport station with connections to the wider Northern Powerhouse rail network will significantly improve the airport's connectivity, reduce journey times and make the airport area one of the best-connected locations in the country. Journeys to the Airport will also be enhanced by the completion of the Metrolink Western Leg and proposed Bus priority service(s) along new spine roads linking development in Timperley Wedge and Medipark into the existing urban areas of Altrincham and Wythenshawe. This improved connectivity, along with improved links and services across Greater Manchester, will not only be vital to increasing the proportion of passengers and staff who access the airport by public transport, but will also support wider business opportunities and investment, attract inbound visitors and help to spread the employment opportunities at the airport to communities across the conurbation reducing inequalities and poverty.

4.71 Guided by Manchester City Council's local plan, Manchester Airport's Sustainable Development Strategy and long-term Airport master plans, the airport therefore provides a major opportunity to boost the competitiveness and prosperity of Greater Manchester, and the wider UK, and support higher levels of economic growth. Although Aerodrome safeguarding to protect the

[16] Beyond the Horizon. Making best use of existing runways. DfT June 2018 - see Aviation strategy: making best use of existing runways

safe operation of the airport and the noise footprint associated with aircraft noise place restrictions on the acceptable type of development in certain areas, there is considerable potential to increase the scale of economic activity and housing near to the airport and the proposed NPR station enabling more residents and businesses to take advantage of the outstanding connectivity in an area of high market demand.

Policy JP-Strat10: Manchester Airport

Lying within the area and policy framework covered by JP-Strat9 this policy seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Development which is in line with:

- Government policy and
- Manchester's local plan policies will be supported delivering a sustainable world class airport which will help to address issues raised by climate change. With high quality services and facilities, it will be the UK's principal international gateway outside London. The airport and its surrounding locality will make a major contribution to the competitiveness of the North, Midlands and Wales by supporting inward investment, international trade and tourism, high quality new homes and supporting our economic and social regeneration. It will be central to raising our global profile and economic performance.

The accessibility and connectivity of the area will be greatly enhanced, including through:

A. The development of a new Airport station immediately to the west of the airport;
B. Northern Powerhouse Rail connections to other city regions;
C. The construction of the Western Leg extension of Metrolink via the proposed Airport station, connecting through Davenport Green back to the existing line near Wythenshawe Hospital;
D. Improved local public transport services and connections such as Bus priority links by a new spine road through the Timperley Wedge allocation towards Altrincham;
E. Improved local public transport services and connections, including to Stockport and Cheshire East areas;
F. The provision of a network of cycling and walking routes.

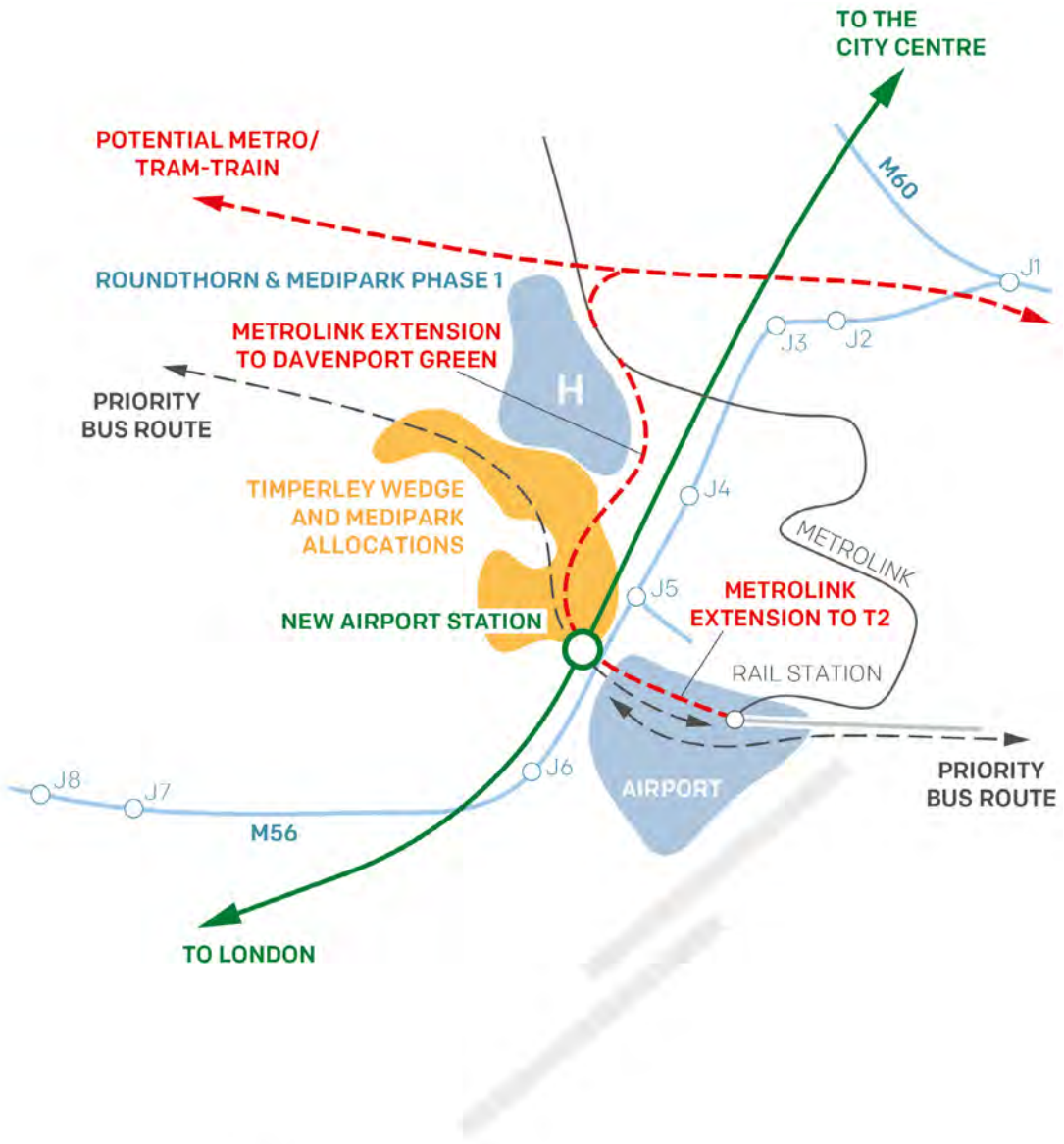
The benefits of the exceptional connections will be maximised, including by:

1. Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing space (See Manchester Local Plan);
2. Continuing to develop Medipark and Roundthorn Industrial Estate as a health and biotech cluster, taking advantage of the research strengths of the adjacent Wythenshawe Hospital and the wider Manchester University NHS Foundation Trust (See Policy JP Allocation 3.1 'Medipark' and Manchester Local Plan);
3. Delivering around 60,000 sqm of office floorspace around the new Airport Station (See Policy JP Allocation 3.2 'Timperley Wedge);
4. Providing around 1,800 new homes to the west of the M56 at Timperley Wedge, up to 2039 (See Policy JP Allocation 3.2 'Timperley Wedge);
5. Providing sufficient development opportunities to take full advantage of the introduction of NPR into this location.

This Plan allocates two 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'

Figure 4.8 Manchester Airport



Contains OS data © Crown copyright and database right 2023

New Carrington

4.72 New Carrington provides a significant opportunity in this part of Greater Manchester to deliver a transformational mixed use development. This location in the western part of Trafford enables the redevelopment of the extensive former Shell Carrington industrial estate, support the regeneration of neighbouring Partington and Sale West. It will deliver the scale and mix of development and associated infrastructure necessary to ensure the development is sustainable and delivers inclusive growth. The release of some Green Belt land is required to achieve these objectives.

4.73 The inclusion of a large amount of employment development and local facilities, as well as a diverse range of housing, will enable New Carrington to function as a sustainable neighbourhood within Greater Manchester rather than an isolated community. However, it will be important to ensure that it is fully integrated into the existing Partington and Sale West areas, so that its regenerative potential is maximised and existing and new communities are not separated.

4.74 The area is currently served relatively poorly by public transport, and significant investment will be required to ensure that residents and workers in the area can travel sustainably. The former railway line that runs through the site has considerable potential in this regard, offering the opportunity to deliver a sustainable transport corridor through the site to Timperley / Altrincham in the east and also extending through to Irlam / Cadishead in Salford to enable better movement across the Manchester Ship Canal. Major improvements in highway access will also be required, including the proposed Carrington Relief Road as well as upgrades to the Carrington Spur and Junction 8 of the M60 which connect into the development area.

4.75 New development in this location will adopt sustainable principles, maximising opportunities to mitigate environmental impacts and deliver inclusive growth for the benefit of local communities. Development in this location will extend beyond the end of the Plan period.

Policy JP-Strat11: New Carrington

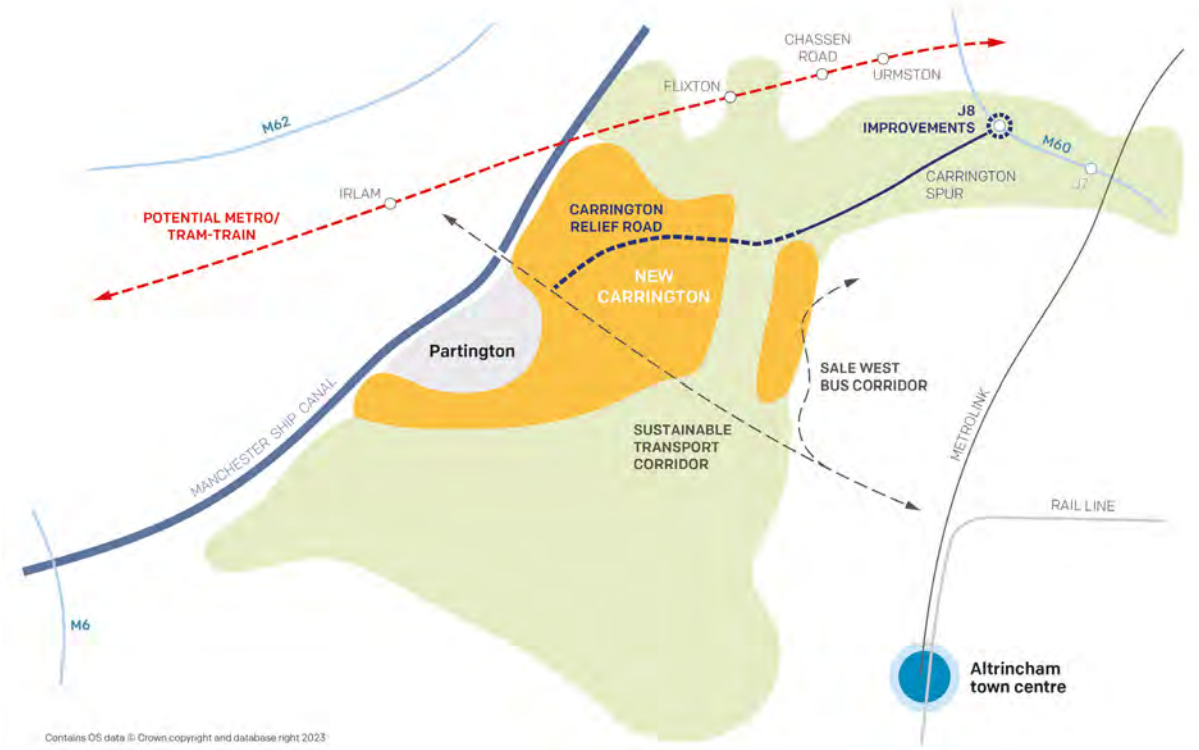
Lying within the area and policy framework covered by JP-Strat9 this policy seeks to deliver a significant mixed use development. Overall, around 5,000 new dwellings and 350,000 sqm of employment floorspace will be delivered together with a new local centre.

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 and ensuring that maximum regeneration benefits are secured.

Major investment in active travel, public transport and highway infrastructure, such as the Carrington Relief Road, improvements to Junction 8 of the M60 and public transport corridors will be delivered to support the development of New Carrington, ensuring it is well-connected to the rest of Greater Manchester.

Policy JP Allocation 30 'New Carrington' allocates the development site and provides more detailed requirements for its implementation.

Figure 4.9 New Carrington



Main Town Centres

4.76 We have 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.

4.77 The main town centres are amongst the most accessible locations by public transport, walking and cycling. Each centre benefits from relatively large catchment populations, which makes them suitable locations for a range of office, retail, leisure and tourism development, but their role in acting as a location for residential use is increasing. It also means that they function as important transport gateways to the wider Greater Manchester area and beyond but services to the City Centre are generally better than between the town centres.

4.78 Changes in the retail market and the way that both public and private services are delivered have placed pressures on town centres, for example resulting in the closure of some shops including historic 'anchor' stores. The main town centres will need to adapt and respond to changing circumstances if they

are to continue to flourish and successfully meet the needs of surrounding communities. The long-standing retail, leisure, cultural and community functions will remain central, but the way they are provided is likely to evolve. Businesses, service providers, community groups and other actors working together in partnership can enhance both the local economy and the popularity of centres. The Mayor's Town Centre Challenge is positively promoting our town centres' evolution.

4.79 Expanding the resident population of the main town centres will become increasingly important, helping to generate the necessary footfall and vibrancy to sustain facilities and enhance the attractiveness of the centres. Increasing the numbers of residents in town centres will also enable more people to take advantage of their transport connections and for brownfield land opportunities. This residential market is quite poorly developed in most of the centres at present, but the potential in each is significant. The main town centres offer the opportunity to provide a more affordable alternative to the City Centre, 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.

Policy JP-Strat12: Main Town Centres

The role of the main town centres as local economic drivers will continue to be developed, providing the primary focus for office, retail, leisure and cultural activity for their surrounding areas. Development here will offer a significant opportunity to reduce levels of poverty and deliver inclusive growth.

Opportunities to further increase the population catchments of these centres will be taken, including significantly increasing the resident population of the main town centres by providing a mix of type and size of dwellings supported by the necessary infrastructure and amenities including new and improved public spaces and green infrastructure. This will be achieved alongside, rather than displacing, the range of non-residential uses in the centres. Housing growth along the key public transport corridors into the main town centres will also be promoted, further increasing the population catchments of those centres.

The role of the main town centres as major public transport hubs will be developed and supported by a network of active travel routes, enabling residents to have improved access to opportunities across Greater Manchester as well as within the centres themselves.

Development will be carefully managed to ensure that the local distinctiveness of each main town centre is retained and enhanced. Opportunities will also be taken to protect and enhance natural and historic assets in the town centres.

Strategic Green Infrastructure

4.80 Green infrastructure (the network of green and blue spaces and features) provides a range of vital environmental services, contributing to quality of life, supporting economic growth, and promoting good health by enabling recreation and active travel. It is an essential component of attractive and liveable places, and hence its importance must not be underestimated. More details on the approach to green infrastructure are set out in a later chapter titled 'Greener Places' (8 'Greener Places').

4.81 Protecting and enhancing the green infrastructure network throughout Greater Manchester (including its accessibility) is central to the overall vision for the city region, but there are a small number of green infrastructure assets that are of particular significance and hence need to be seen as an integral element of this Plan. They make a major contribution to the character of different parts of Greater Manchester, are key components of the wider network of habitats, and often fulfil other important functions such as managing flood risk, providing recreation opportunities and sequestering carbon.

Policy JP-Strat13: Strategic Green Infrastructure

The following strategic green infrastructure assets will be protected and enhanced as key features:

1. River valleys and waterways (see Policy JP-G3 'River Valleys and Waterways')
2. Lowland wetlands and mosslands (see Policy JP-G4 'Lowland Wetlands and Mosslands')
3. Uplands (see Policy JP-G5 'Uplands')
4. Trees and woodland (see Policy JP-G7 'Trees and Woodland').

The protection and enhancement of these key strategic green infrastructure assets is complemented by a suite of policies to protect and enhance our network of green infrastructure, including protecting and enhancing sites of ecological value. This will enable our residents to access and maximise the benefits of green infrastructure on their health and wellbeing.

A Sustainable and Integrated Transport Network

4.82 The strength and future success of Greater Manchester as a whole and the strategically important locations identified in this Plan will depend partly on the quality of public transport connections. Such links are vital for enabling businesses to take advantage of the city region's huge labour market and skills base, and for residents from all parts of Greater Manchester, and particularly those living in deprived neighbourhoods, to access the large number of jobs, leisure opportunities, social infrastructure (such as education and health care) and other facilities, as this will help to reduce levels of poverty.

4.83 Improved public transport between Greater Manchester and other cities will help reduce long-distance car use, support business, and open-up a wider range of employment and leisure opportunities for residents. Proposals for Northern Powerhouse Rail will consolidate improved connectivity across Greater Manchester and the North and will support existing businesses, inward investment and job creation.

4.84 Within Greater Manchester rapid transit routes, such as rail, Metrolink and Bus Rapid Transit, are especially important, as they provide the type of frequent, fast, high quality services that are a particularly attractive alternative to the car. Greater Manchester is already relatively well-served by rapid transit networks, but there is considerable scope for further expansion and enhancement including the development of orbital links. The focus of such routes is typically the City Centre - which is why there is an urgent need to increase the capacity of the network in the central area - but there are also important links between other centres and key social infrastructure facilities.

4.85 The significance of these rapid transit routes, and the costs involved in constructing and operating them, make it essential that their benefits are maximised. Delivering a significant increase in the number of residents that have easy access to such routes is therefore a central priority for this Plan, including optimising development densities and improving the network of cycling and walking routes within the urban area to enable as many people as possible to live close and/or to have easy access to sustainable travel options, thereby reducing the need to travel by car.

4.86 Almost 76% of public transport trips in Greater Manchester are by bus across a very broad network of services, which means there is also a strong imperative to improve and strengthen our bus network for existing passengers and to encourage new users. Greater Manchester is currently assessing options for integrated ticketing, reform of the bus market and whole route upgrades, which have the potential to bring significant benefits to the network.

4.87 Currently around half of the trips made by our residents are less than 2km in length with over 40% of these trips being made by car. There is therefore great potential for increasing cycling and walking across the Plan area, which will be fundamental in achieving the city region's overall transport vision. High-quality new and improved walking and cycling routes and infrastructure will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. The Greater Manchester Cycling and Walking Investment Plan "Change a Region to Change a Nation" sets out our ambition to become the first city-region in the UK to have a fully joined up walking and cycling network.

Policy JP-Strat14: A Sustainable and Integrated Transport Network

The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.

An ambitious programme of investment in our transport network will be crucial to ensure much greater access for people across the Plan area to high quality, high frequency, easy-to use, public transport services, and benefit from healthy and active streets. The local programme of investment needs to be complemented by significant national and regional projects such as Northern Powerhouse Rail to ensure that connectivity is significantly improved to key locations outside of the conurbation, such as London, Liverpool, Leeds, Sheffield and Birmingham. Collectively this will ensure that our residents will have access to economic opportunities.

The creation of a much larger, integrated, rapid transit network – incorporating bus, Metrolink, tram/train and rail services – will be supported by policies that focus new development in locations close to existing and proposed public transport connections. And initiatives such as integrated smart ticketing, reform of the bus market, rail refranchising and increasing capacity at city centre bottlenecks will ensure all new routes function effectively as part of the overall network.

Higher densities will typically be appropriate in locations with good access to rapid transit connections.

New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.

Blank page

Sustainable and Resilient Places



Sustainable Development

5.1 The purpose of the planning system as set out in legislation and the National Planning Policy Framework (2021) is to contribute to the achievement of sustainable development and to maintain a presumption in favour of such development as part of plan making and decision taking. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

5.2 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).

5.3 This idea of delivering economic, social and environmental benefits together, in a mutually reinforcing way rather than sacrificing some objectives to deliver others is at the heart of achieving the United Nations Sustainable Development Goals[17] and central to this Plan and will contribute to Greater Manchester tackling climate change.

5.4 This Plan can contribute to achieving many of these objectives, as well as supporting the overarching goal of sustainable development. This is reflected in the overall strategy, the proposed scale and location of development, and the individual policies and allocations. It includes protecting and enhancing key environmental resources, following the waste hierarchy, reducing waste generation, using sustainable construction techniques, combating and adapting to climate change, reducing carbon emissions to meet Greater Manchester's 2038 carbon neutrality target date, supporting high levels of economic growth in a way that can benefit all residents, and delivering sustainable patterns of development that minimise the need to travel and reliance on the car.

Policy JP-S1: Sustainable Development

To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

[17] https://www.un.org/sustainabledevelopment/sustainable-development-goals/

In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs.

In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

Addressing Climate Change

5.5 Greater Manchester's Vision is to be at the forefront of action on climate change and to make its fair contribution to international commitments by becoming a carbon neutral city region by 2038. In acknowledgment of climate change, by 2020, all 10 districts and the Greater Manchester Combined Authority have declared a climate emergency. To support this vision a 5 Year Environment Plan[18] was launched in 2019 to identify the urgent actions that are needed to ensure Greater Manchester can follow the required pathway for carbon neutrality.

5.6 To meet our carbon commitments we will need to:

- Be carbon neutral by 2038
- Hold cumulative carbon dioxide emissions to within our carbon budget
- Initiate a programme of mitigation to reduce emissions including by:
  - Significantly upscaling solar photovoltaic energy;
  - Reducing heat demand in homes;
  - Moving away from carbon intensive gas as the primary source of heat;
  - Reducing heating and cooling demand for public and commercial buildings;
  - Increasing biofuel use;
  - Enable sustainable choices for travel and decarbonise transport;
  - Significantly upscaling building retrofit; and
  - Increase the delivery of nature-based solutions and biodiversity net gain.

5.7 In supporting our ambitions, climate change is a key theme running throughout the plan, rather than being reduced to a single policy, and it is only through this combination of actions that it can be properly addressed. In particular we set out:

[18] https://greatermanchester-ca.gov.uk/media/1986/5-year-plan-branded_3.pdf

- Methods to de-carbonise the city region through new and existing development, effective land management and through the provision of infrastructure and new technologies Policy JP-S2 'Carbon and Energy';
- The delivery of renewable and low carbon energy schemes Policy JP-S3 'Heat and Energy Networks';
- Water based measures to adapt and reduce the impacts of climate change Policy JP-S4 'Flood Risk and the Water Environment'; and
- Measures to help achieve a circular and zero-waste economy Policy JP-S6 'Resource Efficiency'.

Carbon and Energy

5.8 The modifications to this policy following the examination do not take account of the WMS on Local Energy Efficiency Standards published on 13 December 2023 as this was after the consultation on main modifications had ended.

5.9 The vast majority of the existing homes in Greater Manchester will still be in existence in 2050. Existing domestic buildings contribute 33% of Greater Manchester's carbon dioxide emissions whilst existing non-domestic buildings contribute 35%.[19] Retrofitting the existing building stock therefore presents a significant opportunity to help meet the 2038 carbon neutrality target. This can also contribute to the reduction of fuel poverty when targeted appropriately.

5.10 Without any mitigation, new development is estimated to result in around a 3% increase in energy demand. However, new development also enables carbon reduction through the delivery of sustainable patterns of growth[20], which can support new public transport investment, the establishment of new energy centres and decentralised heat infrastructure, and nature based solutions to sequester carbon, which also provide multi-benefits, as well as opportunities to deliver high standards of energy efficiency through good design. Clean growth is essential to meet future emission targets and to avoid costly retrofit programmes at a later date. Making this happen will require a co-ordinated approach towards carbon reductions through new and existing buildings and strategic energy infrastructure.

5.11 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 the government and are consistent with Government policy.[21] They will become a critical evidence base for Local

---

19 Energy Systems Catapult (2016), Greater Manchester Spatial Energy Plan: GM Spatial Energy Plan: Evidence Base Study

20 https://www.rtpi.org.uk/media/2p3nxbpp/settlementpatternsurbanformsustainability2018.pdf

21 https://www.gov.uk/government/consultations/proposals-for-heat-network-zoning

Plans in setting out possible and cost-effective options whilst highlighting where investment is needed and will inform planning decisions. 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.

5.12 Meeting the 2038 carbon neutrality target will require a radical transformation across a range of sectors to drive carbon reduction. Within this, new development will have a critical role to play and all new homes and commercial/industrial buildings will need to achieve net zero carbon by 2028. The definition of net zero carbon development has been established by the UK Green Building Council.[22] It is expected that development in the Plan area will apply a net zero carbon approach to operational emissions up until 2028, thereafter emissions in construction should be considered. Minimum carbon reduction targets will be set in line with the Future Homes Standard of 80% or until such a time this is superseded.

5.13 To provide further confidence in decision making, supporting research[23] was commissioned to outline how the pathway to 2028 can be achieved for 'net zero in operation'[24] by setting out critical milestones and measures that would be expected when following the energy 'hierarchy' and adopting a fabric first approach.

5.14 Part L 2021 of national Building Regulations took effect on 15 June 2022 and is a stepping stone to Future Homes and Future Building Standards (FHS), which is currently being consulted on in 2024 and is expected to be introduced in 2025. In the interim, the policy will follow the trajectory of FHS in relation to carbon reduction with applicants demonstrating how savings have been maximised following the energy hierarchy. From 2025, applicants will need to demonstrate carbon reductions have been maximised with an opportunity to offset any residual carbon to a carbon offset fund. The approach will be reviewed in line with future standards as they are introduced.

5.15 As the electricity grid becomes more decarbonised the ability of renewable energy to offset carbon emissions minimises. However the contribution of such technologies to energy demand reduction and running costs become significant as services move to all electric solutions. The research has shown that in a low carbon context, the use of heat pumps alone could lead to higher

---

22 https://ukgbc.org/wp-content/uploads/2019/04/Net-Zero-Carbon-Buildings-A-framework-definition.pdf

23 Currie and Brown/Centre for Sustainable Energy (2020), GMCA Energy and Carbon Implementation Study

24 https://ukgbc.org/wp-content/uploads/2019/04/Net-Zero-Carbon-Buildings-A-framework-definition.pdf

running costs (as they consume energy, not generate), increasing the potential for more households being in fuel poverty, production of waste heat and an increased risk of creating local network capacity issues.

5.16 For Greater Manchester to meet its carbon neutrality commitments there has to be an increase in renewable energy generation. Community initiatives are likely to play an increasingly important role in the uptake of renewable energy and should be encouraged as a way of providing positive local benefits to wider society. The advantages of increasing renewable and low carbon energy capacity will need to be balanced against any potential impacts such as on residential amenity, local environment and landscape character, sites of conservation and heritage value, telecommunications and aviation equipment and air quality.

5.17 Based on the evidence which has informed the 5 Year Environment Plan and achieving net zero carbon in new development, this has shown that there will need to be a significant increase in photovoltaic technology. Therefore where planning applications for residential development are accompanied by an energy statement, the following best practice thresholds should be seen as the starting point in relation to reducing energy demand and onsite renewable energy generation. The thresholds set out in Table 5.1, for post 2025, are consistent with the GM Five Year Environment Plan.

Table 5.1 Best Practice Thresholds for Reducing Energy Demand and Onsite Renewable Energy Generation within residential developments

-	Space Heat Demand[25]	Hot Water Energy Demand[26]	Renewable Energy Generation Targets
2021 - 2025	Houses (30kWh/m2) Flats (25kWh/m2)	20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 20% ground floorspace
2025 - onwards	Houses (20kWh/m2) Flats (15kWh/m2)	^20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 40% ground floorspace
*Ground floorspace used as a proxy for available roof area.	-	-	-
^will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded.	-	-	-

5.18 In calculating carbon emissions from 2025, 'unregulated' emissions (e.g. those associated with cooking and small appliances) should be assessed, in addition to 'regulated' emissions. The only way that this can be deliverable will be through the use of onsite electricity generation or through carbon offsetting ('allowable solutions') as occupants' lifestyle choices are not pre-determined by energy efficiency measures associated with construction standards.

---

25 As calculated within SAP 10.2, Space Heating Requirement (Box99 or equivalent at later SAP versions). It does not take into account the efficiency of the space heating system. It is based on a fabric first approach (insulation and airtightness).

26 Reduction in expected DHW grid energy demand compared to the Part L concurrent notional building. Takes into account the efficiency of the domestic hot water generating system, on-site energy generation and direct use, and any other passive hot water energy recovery systems installed, as shown in Calculation Reference 62 in SAP10.2.

5.19 By following the energy hierarchy, new development will need to achieve net zero carbon through the maximisation of on-site measures first. However, in circumstances where a development has demonstrated that the hierarchy has been followed and there are no reasonable alternatives to meet the minimum carbon reductions, then payment to offset remaining emissions will also be required. Such payments should be expected to fund other carbon saving programmes within Greater Manchester to help meet the 5 Year Environment Plan targets (such as energy efficiency retrofit and renewable energy installations). The Mayor of Greater Manchester has developed the Greater Manchester 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).

5.20 When considering a whole life approach for any new building, embodied emissions from construction can account for up to half of the carbon impacts associated with its lifecycle.[27] In addition, other emissions can be attributed to the end-of-life stages such as demolition, repair or refurbishment.

5.21 It is also important that post occupancy evaluation is considered as part of a monitoring programme to ensure buildings function as they are designed and mitigation measures can be identified to address any performance gap (where a buildings modelled energy and carbon performance does not equate to actual in-use operation). Various industry initiatives[28] are also beginning to address this issue so that this can be minimised early on as part of the design and build process. Supplementary planning guidance can also help developers and planning officers to identify the level of information required to meet these requirements as well as wider policy implementation.

5.22 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.

5.23 Under amendments to the Building Regulations, the Government has introduced new requirements for installing electric vehicle charge points in new homes, new non-residential buildings, and when some buildings are renovated.

---

27 Whole Life Carbon Assessment for the Built Environment, RICS

28 Such as BSRIA Soft Landings Framework, Better Buildings Partnership Design for Performance initiative and the Governments Soft Landings (GSL)

New developments will need to meet the requirements set out in Part S of the Building Regulations, unless superseded by relevant Local Plan policies.

5.24 In considering the adequacy of provision of electric vehicle charging points in new development, where necessary and appropriate, other factors could also be taken into account, 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; and
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).

Policy JP-S2: Carbon and Energy

The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:

1. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling;
2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities;
4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree-planting and natural flood management techniques;
5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;

a. Be net zero carbon([29]) which applies:

- from adoption – to regulated operational carbon emissions;
- from 2028 – to all emissions 'in construction'.

From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.

Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:

i. Minimise energy demand;
ii. Maximise energy efficiency;
iii. Use renewable energy;
iv. Use low carbon energy; and
v. Utilise other energy sources.

From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.

As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.

b. 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;
c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;
d. In residential developments, 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.

For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.

[29] Target trajectory is expected to be in line with 2025 Future Homes Standard; net zero carbon is defined in the UK GBC Framework https://ukgbc.org/resources/net-zero-carbon-buildings-framework/

e. For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category rising to 'BREEAM outstanding' equivalent for ENE 01 from 2028.

f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.

Districts may set out specific carbon emission reduction and energy demand targets within Local Plans.

Heat and Energy Networks

5.25 Around two-thirds of Greater Manchester's carbon emissions come from domestic and commercial buildings. Government analysis[30] identifies heat/energy networks as a cost-effective solution to this issue within areas of high heat density, with modelling suggesting that heat networks could be an important part of the least-cost mix of technologies needed to achieve UK-wide decarbonisation targets by 2050. Figure 5.1 shows the broad 'Heat and Energy Network Opportunity Areas' across the nine districts and these areas will be further refined by the districts when more local evidence becomes available.

5.26 Heat and energy networks have the potential to achieve significant emissions reductions and have significant potential for promoting regional growth in the Low Carbon sector. The shift to a low carbon economy creates the emergence of new sectors and technologies, which in turn requires new occupations, skills and expertise to be developed in the labour market. This Plan seeks to ensure that its residents will be ready for these new opportunities.

5.27 Further analysis[31] has identified heat networks as among the technologies/systems offering the highest technical potential to contribute to the reduction in carbon emissions. The dense urban nature of some parts of Greater Manchester and the scale of development proposed in the Plan allocations

30 See https://www.gov.uk/government/publications/the-future-of-heating-a-strategic-framework-for-low-carbon-heat and https://www.gov.uk/government/publications/the-future-of-heating-meeting-the-challenge

31 See https://www.greatermanchester-ca.gov.uk/media/1277/spatial-energy-plan-nov-2016.pdf

means that there are opportunities for significant growth of heat networks aligned with, and building out from, strategic development sites. Analysis by Government[32] suggests a threshold of around 26 kWh/m2 /year above which heat networks are likely to be viable (noting that this figure is one of several factors that may affect viability and is commonly used to inform early-stage analysis only). National Heat Map data suggests many of our urban areas are above this viability threshold.

5.28 The UK Clean Growth Strategy (CGS)[33] sets out possible pathways to decarbonise the UK's economy by 2050 if the requirement of at least 100% for the reduction in greenhouse gas emissions[34] is to be achieved.

5.29 To comply with policy JP-S3, 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:

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[35], or equivalent); and
g. Adopting appropriate consumer protection standards (e.g. Heat Trust[36] or equivalent).

32 See Estimating the cost-reduction impact of the Heat Network Investment Project on future heat networks and Assessment of the Costs, Performance, and Characteristics of UK Heat Networks
33 See https://www.gov.uk/government/publications/clean-growth-strategy
34 Set out in the Climate Change Act (2008) - see https://www.legislation.gov.uk/ukpga/2008/27/contents
35 https://www.theade.co.uk/resources/ade-cibse-code-of-practice-for-heat-networks
36 https://www.heattrust.org/

Policy JP-S3: Heat and Energy Networks

The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation. The following measures will help to achieve this:

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 have been identified where:

    a. Existing heat/energy networks are operational or have been commissioned;
    b. Proposals for new heat networks/energy networks are being progressed, or future opportunities have been identified in city-region master planning;
    c. Sufficient density of existing heat demand occurs; and
    d. Significant future development is proposed at the strategic development locations.

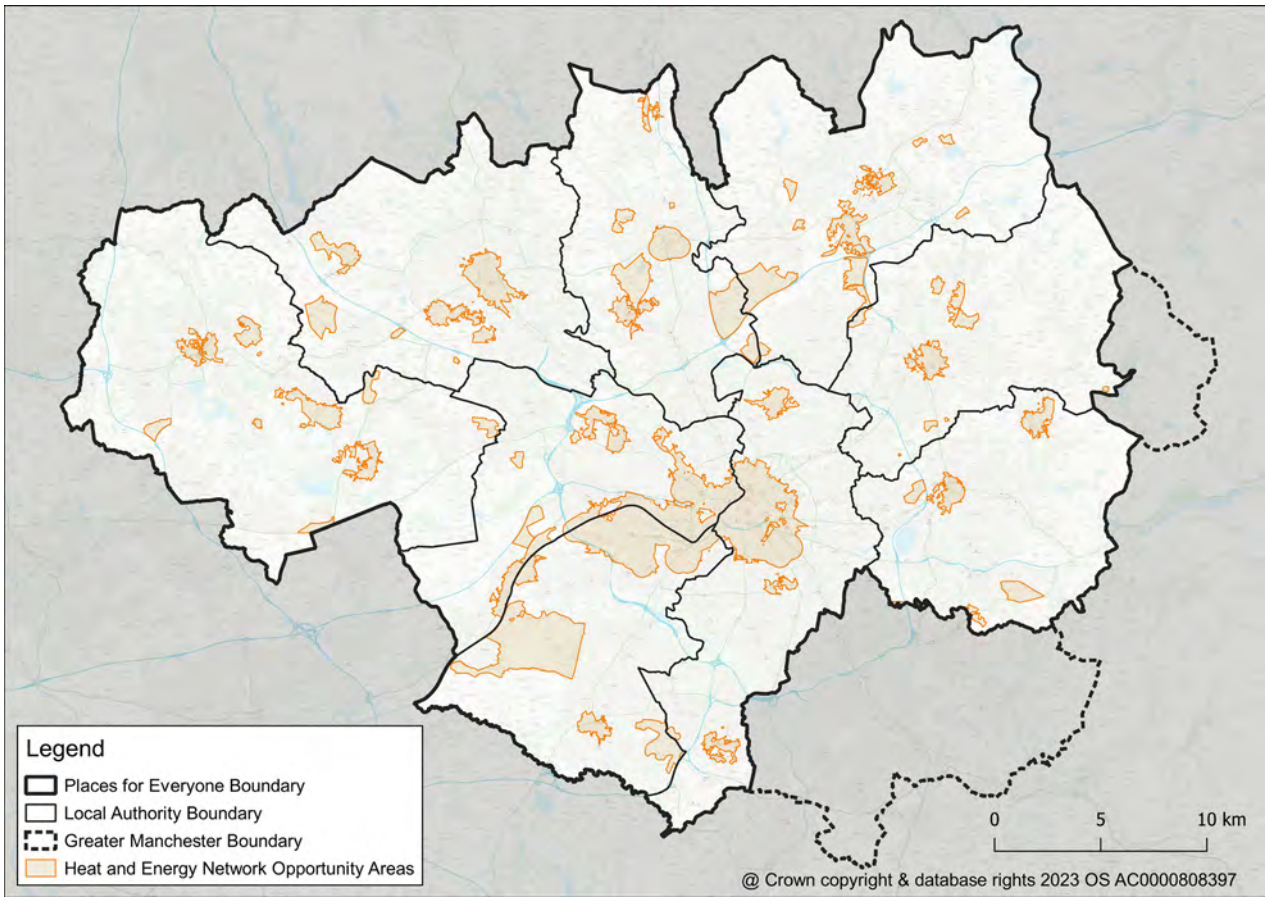
2. Within the identified "Heat and Energy Network Opportunity Areas", unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that:

    a. New residential developments that are '10 dwellings or more' or other developments over 1,000 m2 floorspace shall:

        i. Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or
        ii. Install a site-wide or communal heat/energy network solution.

    b. An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals;
    c. An expectation that where publicly-owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered; and
    d. An expectation that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.

Figure 5.1 Heat and Energy Network Opportunity Areas



Flood Risk and the Water Environment

5.30 Water is a precious resource that is essential for life. As well as meeting human needs for drinking, washing and cooking, it is also vital for the health of the natural environment, supports agriculture and fisheries, provides a resource for many businesses, and offers opportunities for transport and recreation. However, there are many pressures on the water environment that adversely impact on its ability to fulfil these functions.

5.31 Greater Manchester is located within a complex hydrological network that extends into surrounding districts and beyond. This means that individual areas cannot be viewed in isolation, as rainfall and activities in one place can have significant impacts on the water environment in other locations. The Irwell and Mersey catchments dominate Greater Manchester, covering around 78% of its total area, with the River Douglas and Glaze Brook being the other fluvial catchments. All catchments except the River Douglas drain into the Manchester Ship canal, which therefore has a very important drainage and flood management function.

5.32 Approximately 60,500 properties in the Plan area have a 0.1% chance of flooding from rivers in any one year.[37] 36% of these properties are located in Salford, 22% in Manchester and 12% in Wigan, with the remainder distributed fairly evenly across the other districts. These high-risk areas include some of the most deprived communities as well as some of the most economically important locations and can be subject to a combination of risk sources (e.g. river, surface water and sewer flooding) which can impact separately and together.

5.33 Approximately 146,000 properties have a 0.1% chance of flooding from surface water in any one year in the Plan area.[38] There are also areas in which groundwater flooding can pose risks and where extensive canal and reservoir infrastructure generates flood risks, associated with potential overtopping and embankment breaches.

5.34 Climate change is expected to significantly increase peak river flows and surface water run-off as a result of more intense rain events, potentially placing many more properties at risk in the future unless flood defences, drainage and run-off management are improved. A coordinated catchment-wide approach to all types of flood risk will be required to address these challenges and minimise potential harm to people and property, including actions upstream of Greater Manchester.

5.35 The location of new development in this Plan has been informed by the application of Sequential Test and Exception Test, as required by national planning policy. The aim of the tests are to steer new development towards areas with the lowest risk of flooding first before considering higher risk locations. If it is not possible for development to be located in zones with a lower risk of flooding, new development must provide wider benefits to the community and can be made safe from flooding for its lifetime.

5.36 The North West River Basin Management Plan provides a framework for protecting and enhancing the benefits provided by the water environment across Greater Manchester and beyond. It sets out legally binding objectives for the quality of water bodies, with the default being that they should be classified as 'good' overall based on their ecological status or potential and their chemical status. Very few water bodies in Greater Manchester currently reach the required standard.[39]

---

37 Figures based on NAFRA Risk of Flooding from Rivers and Sea (March 2018) and National Receptor Database 2014.

38 Figures based on National Receptor Database 2014 and NWSW Property Count Database (based on NRD 2011)

39 See https://www.gov.uk/government/publications/north-west-river-basin-district-river-basin-management-plan

5.37 Addressing this will require a wide range of measures, including naturalisation of watercourses, reductions in storm overflow sewage discharges, better land management, and improved management of surface water. Some of these actions will also assist in managing flood risk. For example, the use of natural flood management measures that work with natural processes can provide multiple benefits for people and wildlife, helping to restore habitats, improve water quality and reduce soil erosion, as well as lowering peak flows and flash flooding. Sustainable Drainage System (SuDS) schemes can provide appropriate solutions to addressing both flood risk and water quality issues and are mandatory for major development unless clear evidence indicates that they would be inappropriate. Development proposals should achieve greenfield run-off rates where possible, depending on site conditions. Alternative surface water discharge rates can be set out in district local plans to reflect local circumstances and evidence.

5.38 In addition to the general need to improve water quality, the Environment Agency has defined source protection zones for groundwater sources such as wells, boreholes and springs used for public drinking water supply.[40] The control of potentially contaminating activities is particularly important in these locations.

5.39 Climate change and population and economic growth can put increasing pressure on the available potable water supply for homes and businesses. It is important that water is conserved and efficiently used as much as possible to help build resilience to periods of drought; avoid over abstraction; reduce carbon emissions from water treatment and disposal; and protect river and wetland habitats from degradation. All new homes have to meet mandatory national standard set out in Building Regulations (of 125 litres/person/day). 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. This will be determined through the preparation of district local plans.

Policy JP-S4: Flood Risk and the Water Environment

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:

[40] See https://mappinggm.org.uk/maps/exploregm/

1. Returning rivers to a more natural state, where practicable;
2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;
3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;
4. Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should 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 alternative surface water discharge rates, such as in areas with critical drainage issues;
5. Ensuring that sustainable drainage systems:

    i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;
    ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;
    iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and
    iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.

6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and

7. 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.

Clean Air

5.40 Air pollution has a significant effect on public health, and poor air quality is the largest environment risk to human health in the UK. Epidemiological studies have shown that long-term exposure to air pollution (over years or lifetimes) reduces life expectancy, mainly due to cardiovascular and respiratory

diseases and lung cancer. Short-term exposure (over hours or days) to elevated levels of air pollution can also cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and mortality.[41] The youngest, older people and those with existing health conditions are most likely to be affected by exposure to air pollution. The exacerbation of respiratory conditions is particularly relevant in consideration of the COVID-19 pandemic.

5.41 Without action, it has been estimated that the health and social care costs of air pollution in England could reach £5.3 billion by 2035, primarily due to fine particulates[42] (PM2.5).[43] In Greater Manchester alone, exposure to fine particulates at current levels is estimated to contribute to around 1,200 deaths per annum.[44] In addition to the direct human impacts, air pollution also harms the natural environment, adversely impacting on biodiversity, crop yields and the quality of water bodies. As cities compete to attract skilled workers, clean air may become an increasingly important differentiating factor.

5.42 Air pollution can also have significant impact on ecology. Therefore there are not only benefits to the population of improving air quality but there will also be positive ecological effects of this action.

5.43 A range of different types of pollutant negatively impact on air quality, including nitrogen oxides (NO_x), small and fine particulate matter (PM10 and PM2.5), sulphur dioxide (SO_2), volatile organic compounds (NMVOCs) and ammonia (NH_3). Figure 5.2 'Change in emissions of air pollutants since 1970 (since 1980 for ammonia)' shows how emissions of most of these air pollutants have declined considerably at the national level over the last few decades.

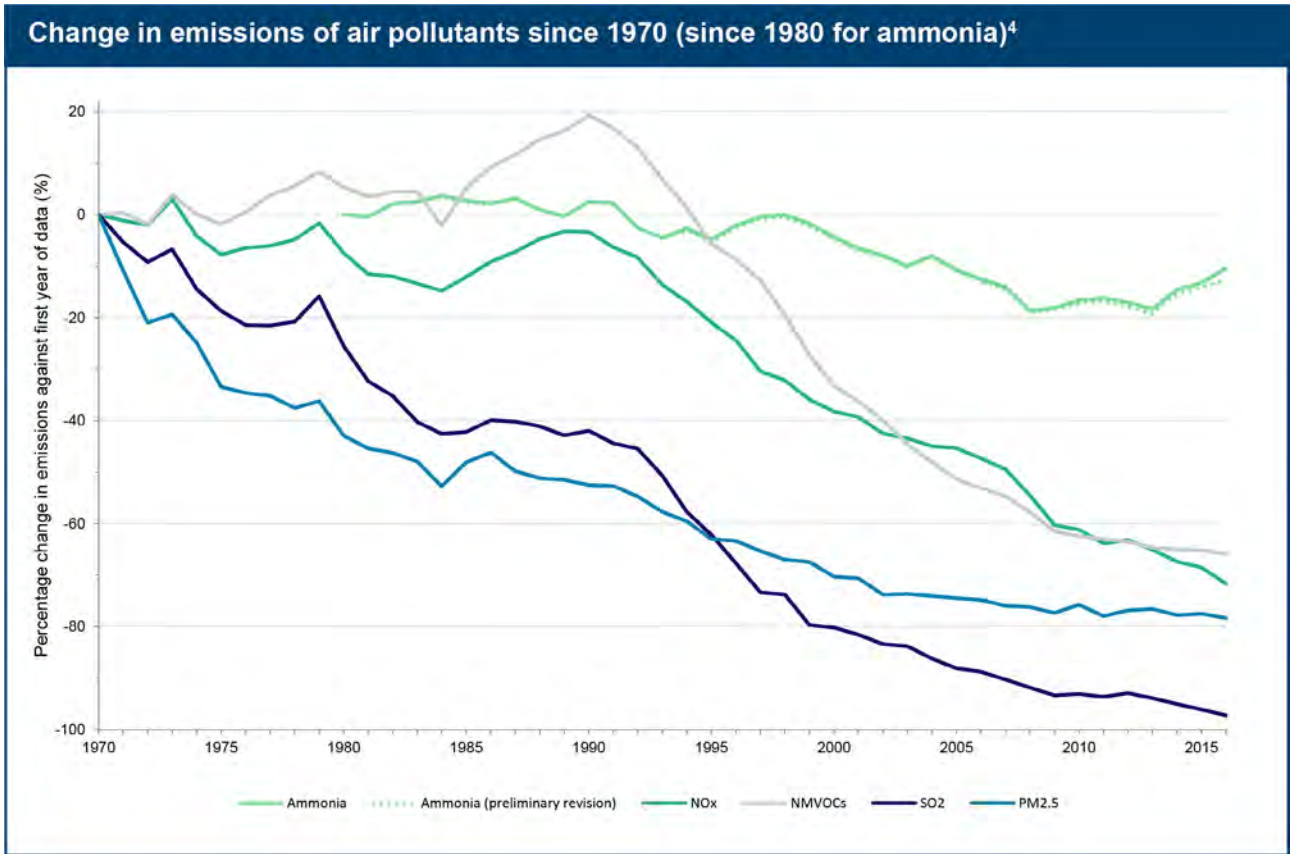
41 Public Health England (2018). Health Matters: Air Pollution. Available: Health matters: air pollution

42 Particles small enough to be inhaled into the deepest parts of the lung

43 https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution

44 Derived from Public Health Outcome Framework indicator 3.01 (2016 data) (on Fingertips) (2018), https://fingertips.phe.org.uk/profile/public-health-outcomes-framework

Figure 5.2 Change in emissions of air pollutants since 1970 (since 1980 for ammonia)



5.44 Nevertheless, air quality targets are not consistently being met in some locations. Parts of the Plan area have been designated as an Air Quality Management Area (AQMA), based on modelled levels of nitrogen dioxide (NO_2). The largest concentration of poor air quality is around the City Centre, which is also a nationally important economic centre and the proposed location for a considerable proportion of the new housing and office floorspace proposed in this Plan.

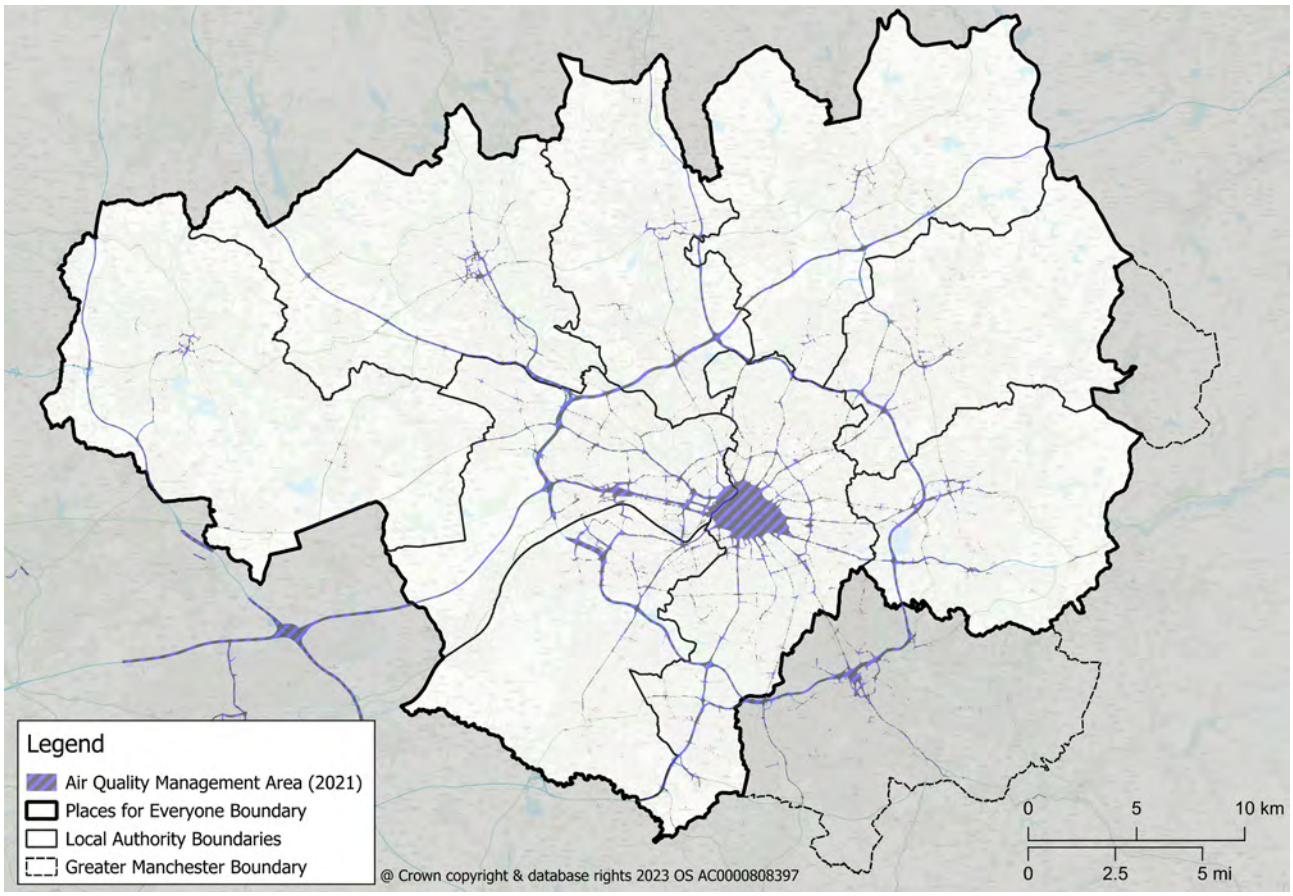
5.45 Greater Manchester has also signed up to achieve WHO 'Breathe Life City' status by 2030, which means achieving WHO targets for PM (PM2.5 must not exceed 5 µg/m3 annual mean) and other air pollutants by this date. Regardless of targets, there is no clear evidence of a safe level of exposure below 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 NO_2 concentrations below air quality targets/standards are likely to bring additional health benefits.

5.46 Within Greater Manchester, transport is the major source of air pollution, with roads accounting for 65% of nitrogen oxides (NO_x), 79% of larger particulates

(PM10) and 31% of carbon dioxide emissions across the city region.[45] Wood burning stoves and coal fires accounts for 43% of fine particulates (PM2.5) and was the single largest contributor in the UK for 2019. New legislation has been introduced on the 1st May 2021 to phase out the sales of coal and wet wood, also to regulate the quality of the stoves sold. Processes involving combustion, such as power stations, biomass and incineration, also contribute to air pollution, as do some industrial activities and agriculture practices.

5.47 The AQMA and associated Greater Manchester Air Quality Action Plan (AQAP) 2016-2021 (approved by the GMCA in 2016) set out measures to help reduce air pollution caused by NO_x while supporting the sustainable economic growth of the region. Since the AQAP was introduced, Government has directed GM authorities to take urgent action to address a specific air pollution problem: roadside concentrations of NO_2 that exceed legal Limit Values.

Figure 5.3 Air Quality Management Area based on 35µg/m3 (2021)



[45] GMCA and TfGM (December 2016) Greater Manchester Low-Emission Strategy, p.9.

5.48 Government estimates road transport contributes approximately 80% of NO_x concentrations at roadside, with diesel vehicles the largest source in these local areas of greatest concern.[46] Government has directed Greater Manchester authorities to produce a Clean Air Plan to tackle roadside nitrogen dioxide (NO_2) concentrations and bring them within Limit Values in the shortest possible time.

5.49 Greater Manchester Authorities have been working collaboratively to produce a Clean Air Plan, that will bring about compliance with the legal limit for NO_2.

5.50 It is clear that a wide range of actions will be required to improve air quality to appropriate levels, and support objectives relating to climate change, Greater Manchester's 2038 carbon neutrality target, population health and quality places. Many of these actions are beyond the scope of this plan, but the primary focus will need to be on transport given its primary contribution to air pollution. Significantly expanding the existing network of publicly accessible EV charging infrastructure will be important to encourage and 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. Regard 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. The most significant role which this Plan will play in this respect is to locate development in the most sustainable locations which reduce the need for car travel, for example by maximising residential densities around transport hubs.

5.51 Ideally, a higher proportion of general employment sites would be capable of being served by rail and/or water, but only a few such sites are available and hence within Greater Manchester there will need to be a stronger emphasis on the use of low-emission goods vehicles. Short-term high-pollution episodes can affect health as well as long-term exposure to lower levels[47], so it will be important to tackle both peaks and average levels of air pollution under relevant actions.

5.52 The cumulative air quality impacts of the proposed scale and distribution of development in this plan on nationally designated nature conservation sites have been considered through a separate Habitats Regulations Assessment.

---

46 Defra and DfT 2017 'UK Plan for tackling roadside nitrogen dioxide concentrations. Detailed Plan, July 2017', London: Defra, pp: 5

47 Defra (2018) Clean Air Strategy 2018, p.4. See https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/

Policy JP-S5: Clean Air

A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:

1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;
2. Determining planning applications 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;
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;
4. Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation;
5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;
6. Implementing the Clean Air Plan and associated measures;
7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts;
8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees;
9. Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality;
10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and
11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.

Resource Efficiency

Minerals

5.53 The Greater Manchester Joint Minerals Plan was adopted in April 2013[48] and includes a set of policies which assist in the consideration of minerals planning applications, safeguards minerals resources which are likely to be required in the future and identifies areas within which new or expanded minerals extraction is likely to be suitable. Annual monitoring of minerals extraction and changes in likely future needs will inform whether and when an update of the joint minerals plan is required, including as a result of the growth in development set out in this plan.

Waste

5.54 The Government's new strategy on waste and resources in England[49] focuses on the creation of a circular economy in which waste is treated as a resource to be kept in use for as long as possible, extracting maximum value from it before being recovered and regenerated to form new products and materials. The aim of a circular economy is not only to reduce waste but to create a society in which waste is seen as a resource to be used again and again in order to reduce the environmental impacts of production and consumption.

5.55 As part of its ambition to be one of the leading green city regions in Europe, Greater Manchester will produce a Zero Waste Strategy. The objectives of the strategy will be cross cutting covering a number of key policy areas including planning. It will set out how we will move towards a circular and zero-waste economy in which we no longer see waste as something to dispose of but as a resource to be used in a different way. The move towards a circular economy will significantly reduce the amount of waste produced in Greater Manchester which in turn will enable delivery of higher recycling across all waste sectors, put more resources back into the economy and reduce our carbon footprint. Utilising sustainable design and construction techniques at all stages of a development's life cycle can help deliver this ambition.

5.56 A resource efficient society is key to people and businesses recognising that how we behave and how we live has a direct impact on the environment around us. The "Plastic-Free Greater Manchester" campaign is a bid to eliminate single use plastics across the region and to move towards renewable alternatives. So far 558 leading businesses and organisations in Greater

---

48 See https://www.greatermanchester-ca.gov.uk/media/1995/the_minerals_plan_april_2013_final.pdf
49 See https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england

Manchester have signed up to the campaign to be plastic free. This is the first key step in moving towards a resource efficient region and will be the spearhead for future initiatives including tackling food waste.

5.57 The Greater Manchester Joint Waste Development Plan was adopted in April 2012.[50] This includes a set of policies which assist in the consideration of waste planning applications and identifies suitable locations for potential new waste management facilities. Annual monitoring of waste facility capacity and changes in likely future needs will inform whether and when an update of the joint waste plan is required, including as a result of the growth in development set out in this plan.

Policy JP-S6: Resource Efficiency

The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this:

1. Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;
2. Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and
3. Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

[50] https://www.greatermanchester-ca.gov.uk/media/1994/greater_manchester_waste_plan_opt.pdf

Blank page

Blank page

Places for Jobs



Supporting Long-Term Economic Growth

6.1 Economic growth is central to the overall strategy for Greater Manchester. It will be essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities.

6.2 Greater Manchester has developed a Local Industrial Strategy[51] which sets out how the city region will build on its unique strengths and opportunities and capitalise on the creativity of its people to create a digital-enabled, green city region.

6.3 The Local Industrial Strategy has two key objectives:

- **Supporting our globally competitive strengths**. Building on our globally competitive research strengths and industrial opportunities in health innovation and advanced materials[52] and capitalising on the creativity and collaborative culture of our people, our digital and technology asset base and our emerging capabilities in green industries - will be essential if the city region is to continue to attract investment and create new businesses and jobs for the future. Through this we will be pioneering emerging sectors, creating significant global competence and additional value for our local economy as these new sectors grow and flourish.
- **Strengthening the foundations of our economy**. Despite having concentrations of globally competitive, highly productive businesses, Greater Manchester's overall productivity is around 10% lower than the national average.[53] Tackling this is important because it holds back people's earning potential and makes our economy more vulnerable to economic shocks. Strengthening our people, infrastructure, business environment, innovation ecosystems and places will be important to enable all sectors and all places in Greater Manchester to be productive and prosperous. We need to grasp global opportunities emerging from changes to world markets and develop industries of the future, while also ensuring competitiveness and job quality in our high employment, low productivity sectors.

6.4 Two of Greater Manchester's key economic strengths are its size and diversity. Greater Manchester accounts for one-fifth of the population[54], jobs[55] and economic output in the North of England, and its economy is bigger than

---

51 Greater Manchester Local Industrial Strategy June 2019 GM Local Industrial Strategy
52 Greater Manchester and Cheshire East Science and Innovation Audit, November 2016
53 GMCA: Deep Dives Phase 2: Productivity in Greater Manchester, February 2017
54 ONS: Population Estimates 2017, accessed via nomis November 2018
55 ONS: Business Register and Employment Survey, accessed via nomis November 2018

that of Wales and Northern Ireland. It is one of the most diverse economic areas in the UK[56] and is second only to London for attracting Foreign Direct Investment.[57] This helps to provide a broad range of opportunities for businesses and varied jobs for residents. It also means that it is well-placed to take advantage of new economic possibilities and should be more resilient to change. The inter-dependencies between our economic sectors mean that growth in one can support job creation in others.

6.5 Greater Manchester has a growing share of graduate level qualified residents, which, along with people skilled in technical occupations, skilled trades and service industries, forms part of a large and varied skills base.

6.6 Greater Manchester's transport network provides good connections to other major city regions, with further major improvements planned such as Northern Powerhouse Rail, making it an attractive place to invest and providing close functional links to other areas.[58] Manchester Airport is the country's largest and best-connected airport outside London and the South East and the Manchester Ship Canal provides direct shipping connections to the post-panamax facilities at the Port of Liverpool. Piccadilly rail station is both a gateway and commercial centre but also has the potential to be the 'Hub of the North' serving the whole of the northern economy. Together, these assets enable Greater Manchester to act as an international gateway for the North and the UK, providing access to global markets and supply chains.

6.7 Despite these strengths, for two decades, Greater Manchester's productivity has consistently remained at 90% of the UK level and in recent years the balance of employment has shifted towards lower productivity sectors and activities, as has been the case for the UK as a whole. The share of low productivity sectors in GM – those with lower than £30,000 GVA per worker, at 2013 prices – increased from 37.7% in 2005 to 41.8% in 2015. Wages have fallen by 6.6% in real terms between 2006 and 2016: the average worker in Greater Manchester still earns 81p an hour less in real terms than in 2006. The gross median annual wage for full time workers living in Greater Manchester was £26,800 in 2018, compared to £29,570 in the UK as a whole; and the gap in wages between GM and the national average has widened over the decade. This reflects the uneven economic geography of the UK and the dominance of London and the South East.

---

56 ONS Krugman Index see Industrial Specialisation in major towns and cities

57 Ernst and Young- https://www.ey.com/en_gl Attractiveness Surveys

58 See Greater Manchester's HS2 and Northern Powerhouse Rail Growth Strategy: "The Stops Are Just The Start" at HS2 NPR Growth Strategy

6.8 There are also significant economic disparities within our plan area, and baseline forecasts suggest that these could increase without intervention. For example, Manchester is forecast 74,600 additional jobs between 2018-38 with the central and southern districts forecast to add a further 60,000 jobs of which almost 47,000 are forecast to be in Salford and Trafford. Collectively they have the highest concentration of key assets and major growth areas in the sub-region. In contrast, the rest of Greater Manchester is only forecast to collectively add 10,800 net jobs with some districts (Oldham and Tameside) seeing a small decrease in total employment. Full-time jobs in the central and southern areas on average pay significantly more than full-time roles in the other districts[59] which in turn also impacts commuting patterns and transport infrastructure congestion.

6.9 These problems have also been exacerbated by the adverse impacts of austerity and economic shocks, such as Brexit and Covid-19, on growth and reform. Furthermore, like in other places, employment and output growth since the recession have been characterised by low productivity growth and increasing share of jobs in lower value sectors with comparatively low paid, less secure employment.[60] We are also not fully realising the possibilities of its key assets, for example the outstanding research base has much greater potential to support business activity and growth. Further improvements in transport connections and skills development are required to ensure that everyone can contribute to and share in the benefits of economic activity, helping to deliver genuinely inclusive growth.

6.10 The Northern Powerhouse Independent Economic Review[61] identified that through improvements in skills, innovation, and connectivity the North has the potential to create by 2050 an additional £97 billion of GVA (a measure of total economic output and income) and 850,000 extra jobs under a transformational scenario, compared to the 'business as usual' scenario. As part of Greater Manchester we are well-placed to play a leading role in delivering this additional growth, given its central location within the North of England and concentration of key growth assets.

6.11 We have the opportunity to increase the future prosperity of local residents through making a full contribution to rebalancing the national economy, helping to deliver a more successful North of England and UK. Hence, this Plan supports high levels of economic growth and seeks to put in place the measures that will enable such growth to continue in the even longer-term. Economic growth provides a good opportunity for local residents to gain increased access to new

59 ONS: Annual Survey of Hours and Earnings 2018, accessed via nomis November 2018
60 GMCA - GM Labour Market and Skills Review 2017/18
61 SQW and CE (24 June 2016) The Northern Powerhouse Independent Economic Review, p.16

jobs and training, which will help to reduce unemployment rates and economic inequalities and boost skill levels and personal fulfilment. Local job growth is therefore supported through seeking agreement with employers and developers to enter into local labour and training agreements, where appropriate. The key challenge will be to ensure that such growth benefits everyone and all of our places and happens in a sustainable way that respects the environment and local communities. Growth today must not come at the expense of the ability to deliver sustained prosperity and quality of life.

6.12 However, delivering these high levels of growth, in terms of jobs and GVA, will become increasingly challenging. Beyond the slowdown in productivity growth seen across the UK economy, and increasing international competition for trade and capital, our economy also faces the challenges of accommodating rapid technological change, political risks and economic shocks – such as Brexit and Covid-19. The emergence of a global pandemic in March 2020 rightly resulted in the need to understand what, if any, actions should be taken in relation to the level of economic growth being proposed. Following an initial assessment of the potential impacts of Covid-19 on the economy in 2020, a further assessment was carried out to inform this plan. Both studies suggest that there is insufficient evidence (either at a national or local level) to change the assumptions behind our growth targets.

6.13 Whilst it is recognised that the country is in a state of flux, it is very clear that to delay the production of the plan further could have a negative effect on the proper planning of the boroughs and therefore its recovery. Instead it is considered appropriate to proceed, but to use the process of plan review to monitor the situation and if necessary, to undertake a formal review outside of statutory review timetable.

6.14 We will need to continue to invest in the sites and critical infrastructure that will make our boroughs even more attractive places for businesses to invest, bringing high-value, well paid jobs, to our area, and supporting the continued progress towards a low-carbon economy.

6.15 This Plan promotes prosperity for all residents and places in a sustainable way in a wide variety of ways, some of which are set out in this chapter but many of which will be delivered through other parts of the plan. Such measures include:

- Delivering sustainable places that can meet the needs of all sections of communities, both now and in the future
- Achieving the high quality, inclusive design of places and developments
- Providing excellent transport networks that help all people to access employment opportunities across our boroughs, particularly by walking, cycling and public transport

- Encouraging the efficient reuse of previously-developed land and buildings as part of the coordinated regeneration of urban areas, particularly those with high levels of deprivation
- An expectation that all development will be net zero carbon by 2028
- Significantly increasing the supply of new housing that helps to meet the wide variety of needs across our boroughs at a price people can afford
- Enhancing the supply of employment opportunities at a variety of skill levels throughout our boroughs to achieve more inclusive growth
- Supporting improvements in education and research facilities
- Enabling all residents to lead healthier lives in safer places with good access to facilities that support health and well-being including good quality open space and green infrastructure
- Seeking a net enhancement to biodiversity across our boroughs

Policy JP-J1: Supporting Long-Term Economic Growth

A thriving, inclusive and productive economy will be sought in all our boroughs. There will be an emphasis on:

A. Maintaining a very high level of economic diversity across our boroughs
B. Facilitating the development of high value clusters in key economic sectors such as:

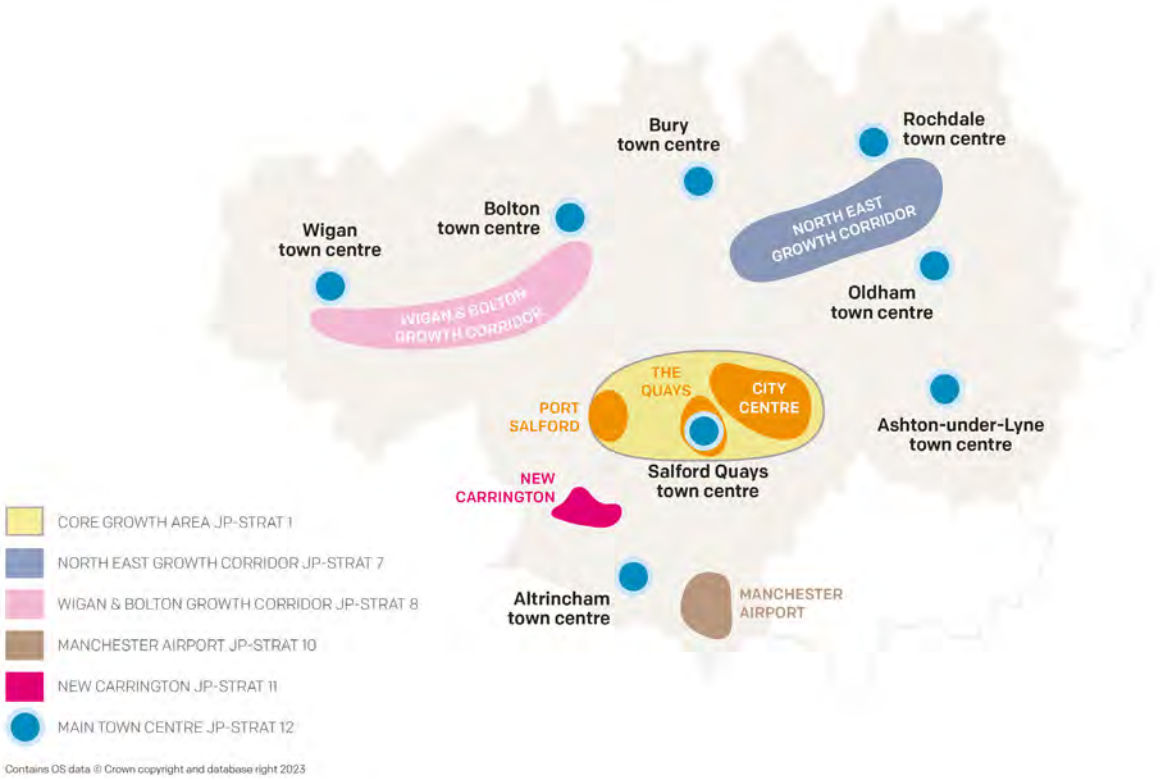
    i. Advanced manufacturing;
    ii. Digital and cyber;
    iii. Health innovation, including life sciences;
    iv. Low carbon goods and services;
    v. Business, financial and professional services;
    vi. Logistics.

C. Making the most of major assets of the sub-region, such as:

    i. The high concentration and range of research assets
    ii. The large pool of graduates
    iii. Highly productive businesses in every sector of our economy
    iv. Existing transport infrastructure such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network
    v. Major proposed transport improvements such as Northern Powerhouse Rail

D. Grasping the economic opportunities from the global transition to a low carbon economy
E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers
F. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate
G. Maximising the potential of the key growth locations set out in JP-Strat1 to JP-Strat12 to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents

Figure 6.1 Key Growth Locations



Employment Sites and Premises

6.16 It will be important to ensure that there is an excellent supply of employment sites and premises across the Plan area, with sufficient variety in terms of quality, cost and location to maximise the ability to attract and retain jobs and investment. This will help to deliver high levels of economic growth and tackle inequalities by improving access to employment opportunities for existing and new residents.

6.17 If economic growth is to be sustainable in the long-term then it will be necessary for the supply of employment sites and premises to adapt to changing circumstances, technological advancements, and new working practices. The need to be able to compete for investment is constantly increasing and will become even more imperative after Brexit. A lot of businesses are currently doing fantastic things from poor premises, and there is the potential to improve productivity and support growth with modern buildings in better locations. However, there will continue to be demand for cheaper accommodation from start-ups and businesses working on tight margins. A good combination of existing strategic sites, such as Trafford Park and new sites and premises will therefore be required.

Policy JP-J2: Employment Sites and Premises

A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities.

A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key growth locations identified in JP-Strat1 to JP-Strat12 and in complementary locations, with many being particularly suitable for key economic sectors and specialisms. 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 supply necessary to deliver the required scale of long-term economic growth, as set out in Policy JP-J3 'Office Development' and Policy JP-J4 'Industry and Warehousing Development'.

Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from

redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations.

Office Development

6.18 Greater Manchester is generally acknowledged as having one of the strongest office markets in the country. The scale and quality of the offer is vital to supporting strong and productive sectors such as digital/creative, and business, financial and professional services.

6.19 The City Centre is the pre-eminent office location outside London. It will be important to maintain this position, and improve accessibility to the associated job opportunities, for the wider benefit of Greater Manchester, thereby helping to reduce inequalities, deprivation and poverty. The large number of sites available for office development within the City Centre, many of which are close to major public transport facilities and with the prospect of further improvements through Northern Powerhouse Rail (NPR), provides an unrivalled combination of location, scale, quality of development opportunity and access to a large pool of skilled labour.

6.20 The other two primary office markets within Greater Manchester are The Quays and South Manchester, with the latter including the area around Manchester Airport as well as town and district centres in Trafford. These provide a complementary offer to the City Centre, with their own distinctive characteristics that are attractive to occupiers and have significant potential for further growth. Securing office growth in other parts of the Plan area, particularly the northern areas, will also be an important component of delivering inclusive growth and reducing deprivation and poverty in these areas. This will be focused primarily in the town centres, as these are the most accessible locations to surrounding residential areas and increasing office-based activity is a key component of the overall strategy for delivering more vibrant and economically prosperous town centres.

6.21 Modelling based on past economic trends suggests that the supply of new office floorspace needs at least to match average development rates over recent years. To ensure the continued growth of our key economic sectors is not constrained by a shortage of supply of new floorspace it is important to maintain a strong supply in key growth locations such as the City Centre and The Quays.

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.

Policy JP-J3: Office Development

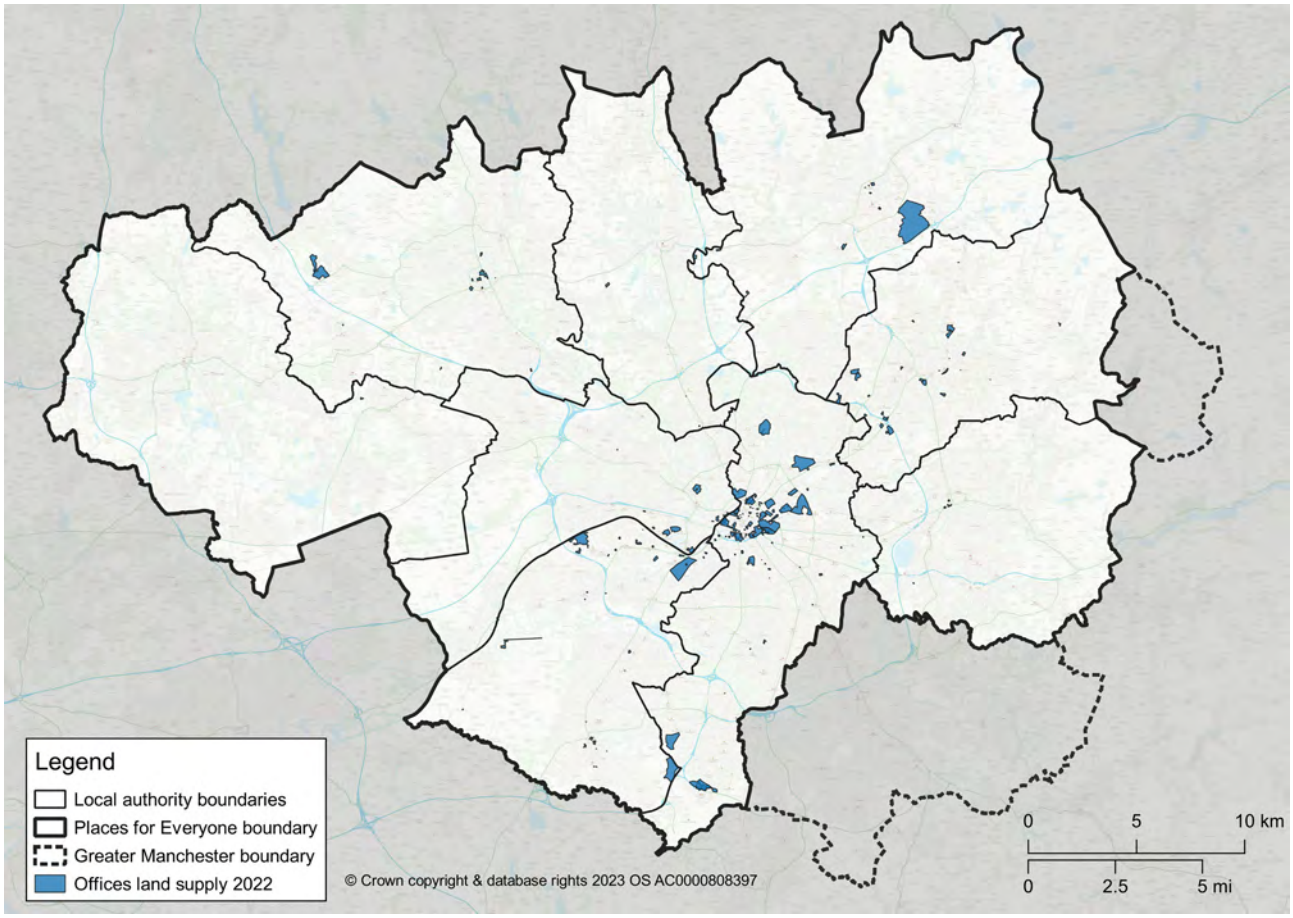
At least 2,019,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2022-2039, with a focus on:

1. The City Centre, accounting for more than half of all new office floorspace in the sub-region and taking advantage of existing and proposed public transport connectivity, including the proposed new Northern Powerhouse Rail links which will further enhance its position as the premier office location outside London
2. The Quays, significantly expanding this distinctive office location and the continued growth of the nationally significant MediaCityUK
3. Manchester Airport and its environs, taking advantage of the extensive international connections, public transport accessibility, and proposed Northern Powerhouse Rail links
4. Town centres, offering a strong local profile and lower cost options with excellent public transport connections and access to services, with opportunities being sought to significantly increase the supply of new office floorspace beyond that currently identified especially in the northern parts of Greater Manchester

The refurbishment of existing office accommodation will be encouraged including improving standards of accessibility, in accordance with Part M (Volume 2) Building Regulations

6.23 A wide range of office development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just under 2,815,650 sqm of floorspace. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. The vast majority of these are in the key growth locations identified in Policy JP-J3 'Office Development' and are on previously-developed land.

Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2022-2039



6.24 Although this supply is sufficient in numerical terms to meet the minimum office floorspace requirement up to 2039, it is considered that the very limited release of some existing Green Belt land within the Manchester Airport key growth location is required to maximise the competitive advantages of Greater Manchester.

6.25 Table 6.1 'Office land supply 2022-2039' summarises the sources of office land supply up to 2039.

Table 6.1 Office land supply 2022-2039

District	Existing Brownfield Supply 2022-2039 (sqm floorspace)	Existing Greenfield Supply 2022-2039 (sqm floorspace)	Existing Mixed Supply 2022-2039 (sqm floorspace)	Places for Everyone Allocations (sqm floorspace)[62]	Total 2022-2039
Bolton	56,780	3,447	10,512	-	70,739
Bury	1,177	-	-	-	1,177
Manchester	1,873,445	128,484	3,306	64,500	2,069,735
Oldham	67,093	-	14,905	-	81,998
Rochdale	19,753	81,249	-	-	101,002
Salford	309,102	-	-	-	309,102
Tameside	20,110	570	-	-	20,680
Trafford	190,661	33,000	-	-	223,661
Wigan	-	2,055	-	-	2,055
Places for Everyone	2,538,122	248,805	28,723	64,500	2,880,150

6.26 The approach of this policy is to allow each authority to take local circumstances into account when drafting the District Local Plans. To ensure the overall strategy is being adhered to, there is a need for monitoring at the Plan, district and spatial strategy level to ensure the existing supply, including allocations, is providing sufficient land to meet quantitative and qualitative needs.

Industry and Warehousing

6.27 Industrial and warehousing accommodation is essential to a wide range of businesses across many economic sectors. It is particularly important to the key economic sectors of advanced manufacturing and logistics but is also crucial to supporting other parts of the economy and its continued provision will help to reduce inequalities.

6.28 Although there have been continued reductions in the numbers employed in manufacturing over many decades, it continues to be a very important sector for Greater Manchester, delivering high levels of productivity and income. Advanced manufacturing is a particular strength, supported by the city-region's high concentration of research assets. Greater Manchester is

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

recognised as an internationally important test-bed for new products and services, renowned for its ability to drive adoption of approved innovations at pace and scale. Enabling the success of this sector will be important for the wider prosperity of the North of England.

6.29 Logistics is a sector that is becoming increasingly central to the economy, enabling the efficient functioning of other sectors such as manufacturing and retail, and supporting changes in consumer behaviour. Greater Manchester's central position in the North of England, its large business and customer market and its excellent international freight connections via Manchester Airport, the Manchester Ship Canal and the nearby Port of Liverpool, as well as its motorway network, notably the M6, together provide opportunities to significantly increase logistics activity within the sub-region. This not only has the potential to promote higher levels of economic growth, but also to support environmental objectives by reducing the number of HGV journeys from the ports and distribution parks across England.

6.30 There is already a varied range of industrial and warehousing locations, ranging from major areas with strong brand recognition such as Trafford Park to numerous smaller employment areas that are an important source of local employment and business opportunities. However, our long-term economic success will partly depend on the ability to continually renew and enhance the supply of accessible industrial and warehousing premises, responding to changing business practices and demands. Rising levels of automation and digitisation, increased customisation, greater integration of product services, and demands for more functionally and energy efficient premises are all leading to the need to increase the supply of new high quality floorspace, often with larger floorplates. At the same time, there will continue to be a demand for smaller and/or cheaper accommodation to support local businesses and start-ups that may often be working on narrow margins but make an important contribution to our economy. All of this points to the need for a diverse portfolio of sites and premises, both retaining existing premises and providing new ones of varying size and location. Promoting and supporting access to the sites and premises by sustainable modes of transport will help to ensure that they will be accessible from both our existing and new communities.

6.31 There is evidence that past industrial and warehousing completions have been constrained by a lack of suitable sites within Greater Manchester, resulting in the city-region being unable to compete for some major occupiers. When combined with the need to secure a significant increase in the quality of accommodation available to respond to evolving business requirements and increasing global competition, this means that a considerable uplift on past development rates is needed.

Policy JP-J4: Industry and Warehousing Development

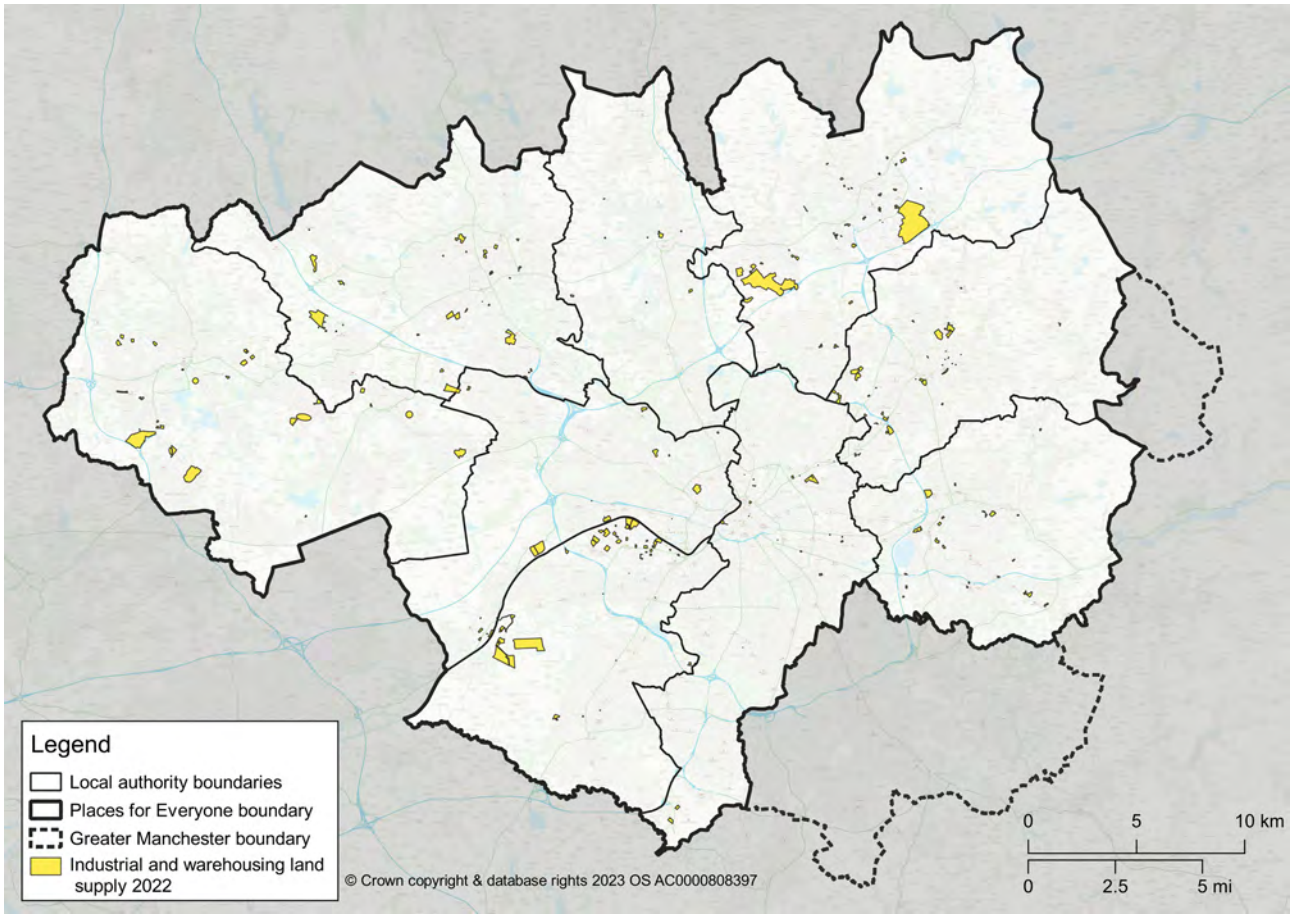
At least 3,513,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2022-2039.

To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace.

6.32 The need to provide the level of industrial and warehousing land within the Plan reflects the need for Greater Manchester to compete internationally for investment and provide sufficient choice and flexibility to respond to the varied needs of different businesses. This will help Greater Manchester to maximise its ability to attract and retain businesses and hence support its long-term economic growth prospects and the availability of local jobs. The new sites will be important in enabling the relocation and expansion of existing businesses, which will free up some poorer quality current employment sites for redevelopment for uses such as housing, as well as attracting new investment into the sub-region. The large amount of flexibility in the supply is also necessary because some existing employment areas may be utilised for employment-generating uses other than industrial and warehousing floorspace, which, whilst making an important contribution to economic growth, may mean they are no longer available for industry and/or warehousing purposes.

6.33 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 2,070,000 sqm of floorspace.

Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2022-2039



6.34 The existing supply of potential industrial and warehousing sites identified in the districts' strategic employment land availability assessments are insufficient to meet the overall identified need. Many of the sites they contain are also likely to be attractive primarily to a relatively local market and/or smaller businesses, due to their location, size and surroundings. Consequently, if Greater Manchester is to meet its future development requirements and increase the supply of high quality sites that can compete regionally, nationally and even internationally for investment, including from businesses requiring large modern premises, then there is a need to identify additional sites across the city-region. The only realistic option for doing so is to remove some land from the Green Belt.

6.35 Table 6.2 'Industry and warehousing land supply 2022-2039 summarises the sources of industry and warehousing land supply up to 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 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, a further 368,400 sqm has been identified which is likely to be delivered after 2039.

Table 6.2 Industry and warehousing land supply 2022-2039

District	Existing Brownfield Supply 2022-2039 (sqm floorspace)	Existing Greenfield Supply 2022-2039 (sqm floorspace)	Existing Mixed Supply 2022-2039 (sqm floorspace)	Places for Everyone Allocations (sqm floorspace)[63]	Total 2022-2039
Bolton	195,913	115,295	8,653	386,000	705,861
Bury	10,725	6,859	-	591,000	608,584
Manchester	37,838	12,855	-	0	50,693
Oldham	83,171	-	59,031	136,720	278,922
Rochdale	137,572	203,311	-	244,000	584,883
Salford	224,862	3,454	-	320,000	548,316
Tameside	59,867	52,489	1,716	160,000	274,072
Trafford	414,439	-	26,115	103,365	543,919
Wigan	83,125	303,579	33,117	60,500	480,321
Places for Everyone	1,247,512	697,842	128,632	2,001,585	4,075,571

Note for Table 6.2:

1. The floorspace arising at Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway), has been split between Bury and Rochdale based on illustrative plans and may be subject to change following comprehensive masterplanning.
2. The floorspace arising at Policy JP Allocation 2 'Stakehill', has been split between Oldham and Rochdale based on illustrative plans and may be subject to change following comprehensive masterplanning.

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

6.36 New industrial and warehousing development has an important role to play in addressing the economic disparities across Greater Manchester, and in particular to boost the competitiveness of northern areas. It can help to3deliver more balanced growth across the sub-region and tackle deprivation. Consequently, the release of Green Belt for employment use is focused primarily in the northern parts of Greater Manchester, with a string of high quality opportunities of varying sizes focused particularly around the key motorway corridors. Overall, this will result in around two-thirds of the supply being in the districts of Wigan, Bolton, Bury, Rochdale, Oldham and Tameside, whereas just over one-half of the supply in land availability assessments is in those six districts. The strategic location of Northern Gateway will alone account for about one-fifth of the Greater Manchester supply.

6.37 It will still be important to ensure that there is a good supply of industrial and warehousing in other parts of Greater Manchester, and so there is also some Green Belt release in the central and southern areas. The Green Belt sites have been selected in order to make the most of key assets and locations, with a focus on realising the potential of transport infrastructure. The lowest level of supply in the northern districts is in Tameside, where there will also be a reliance on existing sites and premises, such as in the strategically important Tame Valley, which will need to be protected accordingly.

6.38 The approach of this policy is to allow each authority to take local circumstances into account when drafting the District Local Plans. To ensure the overall strategy is being adhered to, there is a need for monitoring at the Plan, district and spatial strategy level to ensure the existing supply, including allocations, is providing sufficient land to meet quantitative and qualitative needs.

Blank page

Places for Homes



7.1 We have a diverse range of housing and residential neighbourhoods, capable of accommodating a wide variety of needs. We have seen high levels of new housing constructed in recent years, particularly with the growth in high-density apartments in the City Centre and The Quays, drawing in people and investment from across the world. At the same time, our suburban locations have remained popular with residents and developers alike, providing homes for people of all ages.

7.2 Despite these positive characteristics, we are facing a housing crisis. It is adversely affected by the broken housing market that afflicts the country as a whole. The increase in rough sleeping over recent years has been the most visible manifestation of this but lying behind it is a much more extensive problem of many people being unable to access suitable housing at an affordable price and with certainty of tenure. Over 70,000[64] people are on our local authority housing waiting lists with almost 27,000 "reasonable preference". A lack of appropriate housing options prevents some people from forming their own households, particularly younger adults, whilst those who can, may have to cope with substandard or expensive accommodation. These problems are not universal, with the majority of people having access to good housing, but they are far too widespread in a modern city such as Greater Manchester and must be addressed. This Plan is one of the tools that we have to address these issues.

7.3 We consider a decent home as a fundamental human right, but too often the housing market is not delivering this. Its ability to do so has been further compromised over the last few years by an increasing tendency for new dwellings to be seen as investments rather than homes, further raising the financial pressures on households. Private sector housing undoubtedly has a vital role to play in meeting housing needs, but the challenges can only be truly met through a more diverse range of new provision including a major boost in the supply of affordable housing.

Housing Need

7.4 As expected by NPPF, the housing need set out in this plan has been derived using the standard methodology provided in the NPPG for calculating the Local Housing Need (LHN). The calculation of housing need makes an adjustment to take account of affordability. If insufficient new homes are provided to meet this need, then there is a risk that affordability levels will worsen and people will not have access to suitable accommodation that meets their needs. The construction of new housing is also an important part of the economy, providing large numbers of jobs and often securing the redevelopment of derelict and underused sites.

---

64 Source: Local Authority Housing Statistics Data Return 2019/20

7.5 The economic opportunities and quality of life that Greater Manchester can offer make it an attractive place for people to move to. This not only includes younger adults drawn by the universities, graduate jobs and lifestyle offer but also families attracted by the long-term prospects for their children, and older people wanting to take advantage of the wide range of cultural and leisure facilities.

7.6 The emergence of a global pandemic in March 2020 caused by the Covid-19 virus rightly resulted in the need to understand what, if any, action should be taken in relation to the level of housing growth being proposed. Following an initial assessment of the potential impacts of Covid-19 on the housing market, in 2020, a further assessment was carried out to inform this plan. Both studies suggest that it became clear that there is insufficient evidence (either at a national or local level) to suggest that we should not be seeking to meet our overall housing need (as calculated by the standard LHN methodology) as a result of Covid-19. That said it is considered that a cautious approach to predicting delivery rates should be followed in the early years of the plan.

7.7 Therefore, whilst it is recognised that the country was in a state of flux, it is very clear that to delay the production of the plan further could have a negative effect on the proper planning of the conurbation and therefore its recovery. Instead it is considered appropriate to proceed on the basis that we should seek to meet our LHN up to 2039 but to use the process of local plan review to monitor the situation and if necessary, to undertake a formal review outside of the statutory timetable.

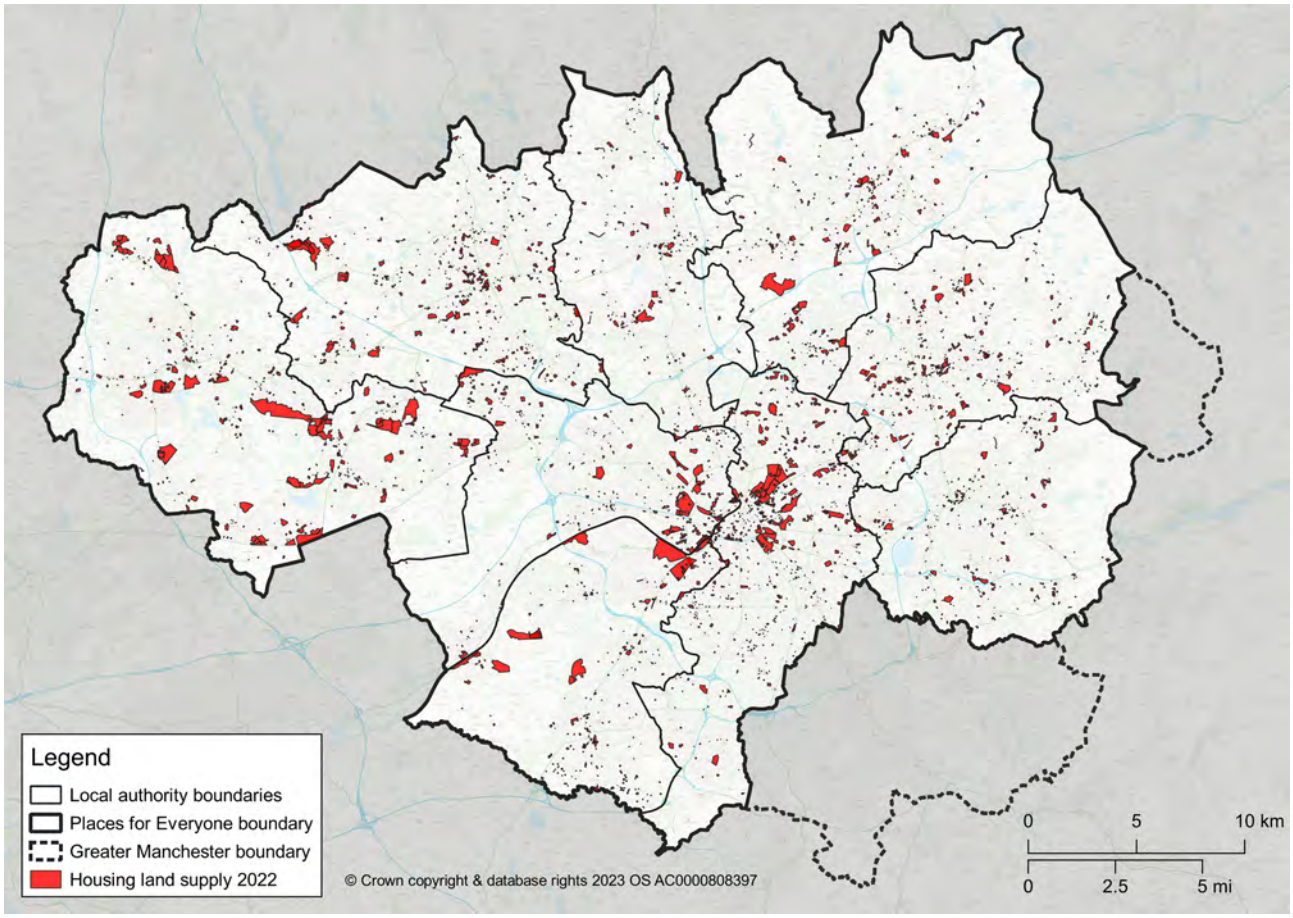
Housing Land Supply

7.8 There is a strong focus in this Plan on directing new housing towards previously-developed sites within the existing urban area. This will help to address existing dereliction and poorly used sites, as well as reducing the need to release greenfield and Green Belt land for development. Previously-developed sites are often in relatively sustainable locations, close to facilities and served by existing infrastructure, and hence their reuse for housing can support wider objectives. Policy JP-H4 'Density of New Housing' will ensure that the most is made of such sites, particularly in more accessible locations, further reducing the need for additional land release.

7.9 A large number of previously-developed sites suitable for housing have been identified by districts in their Brownfield Registers, Strategic Housing Land Availability Assessments and Local Plans. Not all previously-developed sites will be appropriate for housing development, as there will be a continued need to accommodate other uses such as employment. The large amount of land identified in the Plan for new industrial and warehousing development may free

up some existing employment sites and areas including where there are issues of viability and/or market demand for residential redevelopment in addition to those already identified, but this potential supply is too uncertain to be assumed to make a significant contribution to new housing during the plan period.

Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2022-2039



7.10 A further source of housing land supply will be small sites, which are typically not identified comprehensively in brownfield registers and strategic housing land availability assessments. It has been assumed that the supply of new dwellings on small sites will continue at the same rate in each district as has been seen over the last five years.

7.11 It will be important to make the most of the existing housing stock. The proportion of dwellings that are vacant has halved since 2008 and is now slightly below the England average.[65] Efforts will be made to further reduce

[65] Source based on ONS live tables 125 and 615

long-term vacancies, including by seeking Government funding and working with property owners, but any significant further reduction in vacancies could begin to make it more difficult for people to move home. Consequently, it has not been assumed that a reduction in vacancies will help to meet the overall housing requirement. In any event, Government guidance is clear that empty properties brought back into use can only be counted as contributing to housing supply and completions if they have not already been counted as part of the existing stock.

7.12 Table 7.1 illustrates that, in numerical terms, the existing supply of potential housing sites identified in the districts' strategic housing land availability assessments and small sites is adequate to meet the overall identified need, and demonstrates that brownfield land will be the predominant source of land over the plan period. However, meeting the numerical needs alone, is not enough. We must be able to demonstrate that its land supply has sufficient flexibility within it to demonstrate that it represents a deliverable, viable and robust land supply and will deliver a balanced and inclusive growth, thereby achieving the overall spatial strategy. In light of this and the need to ensure the Green Belt boundary can endure beyond the plan period it has been necessary to identify additional new sites across the city-region, over and above those in the existing land supply. Having considered a number of spatial options, it has been concluded that it in order to achieve this, it has been necessary to remove some land from the Green Belt and to allocate this land within this Plan for residential development.

7.13 The table below summarises the sources of housing land supply up to 2039.

District	Strategic Housing Land Availability Assessment - Brownfield land	Strategic Housing Land Availability Assessment - Greenfield land	Strategic Housing Land Availability Assessment - Mix brownfield land and greenfield land	Allowances[66]	Places for Everyone Allocations[67]	2022-2039 Land Supply
Bolton	9,786	2,729	-	1,396	-	13,911
Bury	3,486	566	360	348	4,900	9,660
Manchester	50,212	2,915	10,560	686	-	64,373
Oldham	7,793	1,228	1,262	923	2,105	13,311
Rochdale	5,503	2,291	574	-782	4,006	11,592
Salford	29,246	2,040	1,229	2,089	700	35,304
Tameside	5,127	714	455	562	1,894	8,752
Trafford	14,716	2,465	825	323	4,917	23,246
Wigan	10,870	5,353	172	744	1,600	18,739
Places for Everyone	136,739	20,301	15,437	6,289	20,122	198,888

[66] Allowances are a combination of small sites windfall allowances and demolitions/clearances for four of the districts (Bolton, Manchester, Oldham and Rochdale). Rochdale has a negative allowance figure because the number of dwellings expected to be lost to demolition/clearances is expected to outnumber the number of new dwellings expected to be built on small sites.

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

Distribution of New Housing

7.14 The population of the PfE plan area is projected to increase in population by 165,600 (6.4%) from 2022 to 2039[68]. The highest levels of population growth across Greater Manchester are projected to be in the two cities Manchester (34,000 increase in residents) and Salford (31,700). The next largest increases are projected to be in Rochdale (19,800) and Oldham (17,600). In contrast the projected population growth in the other northern districts across the conurbation is lower. Overall though, projected demographic changes across Greater Manchester still broadly mirror recent economic forecast changes. If these trends continue unchecked then inequalities across Greater Manchester could widen further, with prosperity increasingly focused in the centre and the south of the conurbation. Northern areas lacking the scale and quality of housing investment to support their regeneration fully enough for them to make a greater contribution to the economic success of Greater Manchester.

7.15 In order to help address these issues, higher levels of housing growth will be focused in the central and northern districts of Greater Manchester. Manchester and Salford will continue to be an appropriate location for the highest levels of new housing due to their central location, good public transport connections, proximity to the main concentrations of employment and leisure opportunities, and ability to deliver very high density developments. Supporting higher levels of new housing in the northern districts will assist in achieving a more balanced pattern of growth across Greater Manchester and a better distribution of skilled workers to support local economies, helping to reduce disparities. The proposed distribution of housing development also reflects the availability of suitable sites in each of the districts.

Phasing of New Housing

7.16 The average annual housing requirement of 10,305 net additional dwellings per annum was achieved in 2018/19 for the first time since the peak of the housing market in 2006/07, 2007/08, and this achievement also continued in 2019/20 with 12,443 net completions. It has therefore been demonstrated that this level of residential development can be achieved. However, it is also true to say that following shocks like the financial crisis of 2008, completions can see significant drops. Therefore we need to identify a phasing trajectory which is considered realistic and which will result in housing being delivered as planned over the life of the plan. Until March 2020 there would have been little reason to suspect that recent delivery trends would not continue, however in March 2020 there was a major health induced economic event, caused by the Covid-19

[68] ONS 2018-based subnational population projections.

pandemic. Although this pandemic caused an initial shock to the construction industry, which might have an impact on delivery rates in the early years of the plan, there is no robust evidence to suggest that it could have such long term impacts to warrant reducing the overall housing land target from that derived from the standard methodology. Instead, this plan recognises the uncertainty that the pandemic may have on the housing sector in the short-term by ensuring that there is a significant flexibility allowance on the housing land supply to meet the proposed phasing. This will enable sufficient flexibility, which in turn gives confidence in the delivery rates in the early years of the plan period.

7.17 Ensuring sufficient flexibility in the supply in the first years of the plan will not be sufficient on its own to ensure housing delivery happens as planned. A significant proportion of the land supply in the early years of the plan is made up from sites within the urban area, the majority of which are on previously developed land. Many of these sites therefore face challenges which will need assistance to kick-start their delivery. As part of Greater Manchester we have been lobbying central Government for many years to secure funding to enable it to achieve the common goal of delivering as many homes on brownfield land as possible and keeping to a minimum the need to release Green Belt land. A number of key schemes within Greater Manchester have successfully been awarded funding through the Housing Infrastructure Fund and Greater Manchester has also recently been awarded funding through the Brownfield Housing Fund. This type of funding, together with proactive work in relation to housing delivery by each of the local planning authorities will help to ensure that delivery will keep apace as anticipated in this Plan.

7.18 It is not the impact of Covid-19 alone that means that we need to be realistic in terms of delivery rates over the early years of the plan period. The masterplanning and infrastructure investments required to support the development of some sites, including many of the allocations in the Plan, means that they may only produce large numbers of new dwellings in the latter phases of the plan period. In some parts of the conurbation it will be necessary to develop new markets for housing, which is vital to delivering the overall strategy for Greater Manchester but may take some time to achieve.

7.19 Taking all of these factors into account, policy JP-H1 Table 7.2 sets out a phased approach to housing provision in the plan area as a whole and in all districts other than Bolton, Manchester and Salford.

7.20 The work of each of the local planning authorities in terms of housing delivery will be key to ensuring that these step changes in delivery rates are achieved and these will be reviewed regularly as part of the housing delivery test process.

Policy JP-H1: Scale, Distribution and Phasing of New Housing Development

A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.

The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.

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.

The phasing of development is set out in Table 7.2. Where national policy requires a local planning authority to identify and update annually a supply of specific deliverable sites in their district, this will be assessed 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 (unless national policy requires a different figure to be used).

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. 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.

Table 7.2 Distribution and Phasing of new dwellings 2022-2039

District	Annual average 2022-2039	2022-2025 (annual)	2025-2030 (annual)	2030-2039 (annual)	Total 2022-2039
Bolton	787	787	787	787	13,379
Bury	452	246	452	520	7,678
Manchester	3,533	3,533	3,533	3,533	60,061
Oldham	680	404	680	772	11,560
Rochdale	616	568	616	632	10,472
Salford	1,658	1,658	1,658	1,658	28,186
Tameside	485	236	485	568	8,245
Trafford	1,122	817	1,122	1,224	19,077
Wigan	972	814	972	1,025	16,527
Places for Everyone	10,305	9,063	10,305	10,719	175,185

Affordability of New Housing

7.21 A key challenge and priority for Greater Manchester is to ensure that new housing comes forward at a price that potential occupiers can afford. Overall, Greater Manchester is a relatively affordable place to live on average compared to some other parts of the UK, particularly London and the South. This is an important aspect of the competitiveness of Greater Manchester that will need to be maintained if high levels of economic growth are to be delivered, and all residents are to share in its benefits.

7.22 However, affordability has been worsening in recent years, and there are a significant number of households who are unable to find suitable homes at an affordable cost. The cost of housing is a challenge to different cohorts within the housing system - including those needing access to social rent or trying to maintain a tenancy as welfare rules are squeezed; private renters sharing; those saving as prospective First Time Buyers looking for routes into home ownership; people in unstable employment in any tenure; older owner-occupiers without the resources to maintain a decaying property, or people living in overcrowded properties because they cannot afford or access a home large enough to meet their needs. As a result, some people are living in inadequate accommodation and/or spending an unacceptably large proportion of their income on housing, which in turn increases levels of poverty. The official definition of affordable housing does not adequately

address the diverse range of need within our boroughs, nor does it reflect the impact of welfare reform and other factors on households' ability to meet their housing costs. Through its housing strategy, Greater Manchester[69] sets out its approach to tackle the housing crisis, to ensure our housing solutions address the needs and aspirations of current and future citizens. Importantly our housing crisis will not be fixed by the planning system alone, although it will play a key role in this work.

7.23 There are over 70,000 households on the local authority registers, with almost 27,000 of these identified as being in reasonable preference for housing.[70] It is estimated that around 38% of newly forming households are unable to afford to buy or rent a home at lower quartile prices.[71] 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.

7.24 Consequently, increasing the delivery of affordable housing across the Plan area is a very high priority, and it will be essential that new residential developments play a full role in supporting this. There are a variety of ways of delivering affordable housing and the emphasis in some parts of our area may be on increasing the supply of social rented and affordable rented properties, reflecting the low incomes of many households in need. In other parts, alternative types of affordable housing may also be suitable, such as shared ownership, affordable market rent, and discount market sales.

7.25 In doing this it will be important to ensure that a diverse mix of values and tenures of new housing comes forward so that all households can meet their needs and aspirations, helping to ensure that Greater Manchester can attract and retain skilled workers, bring more money into local economies and deliver more mixed and inclusive communities.

---

69 The Greater Manchester Housing Strategy: https://www.greatermanchester-ca.gov.uk/media/2257/gm-housing-strategy-2019-2024.pdf

70 'reasonable preference' is defined in the 1996 Housing Act (Part 6)

71 The lower quartile is the point at which one-quarter of properties are cheaper to buy/rent, and three-quarters are more expensive, representing a typical entry point property for new households prices.

Policy JP-H2: Affordability of New Housing

Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:

1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
2. Maximising the delivery of additional affordable homes[72], 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. Supporting provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing
5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

Type, Size and Design of New Housing

7.26 Increasing the supply of affordable homes is an essential component of the overall strategy, but it will be important to ensure that a diverse mix of values and tenures of new housing comes forward so that all households can meet their needs and aspirations.

7.27 Greater Manchester is in competition with cities across the world to attract and retain the skilled workers that will be critical to delivering high and sustained levels of economic growth. It already has some particularly attractive residential neighbourhoods, several of which can command very high house prices, both within the high-density areas of the City Centre and The Quays, and in some of the lower density suburbs. Many of the higher value suburban neighbourhoods are located in the south of the conurbation, forming part of a much larger high-value area extending into north Cheshire, although there are smaller and more dispersed prosperous housing areas elsewhere in the sub-region.

[72] A definition of the different forms of affordable housing is given in Annex 2: Glossary of the NPPF: https://www.gov.uk/government/publications/national-planning-policy-framework--2

7.28 A key aim of this Plan is to boost the supply of well designed, adaptable new homes with appropriate access to private space. In some areas this will help to diversify local housing markets that are often dominated by low-cost housing, bring more money into local economies, and deliver more mixed and inclusive communities. It will also help to increase the options for skilled workers looking to move into or within our area. Focusing a significant proportion of housing growth in the northern areas will assist in this, supported by selectively releasing Green Belt sites to deliver a diverse mix of values and tenures that includes affordable homes as well as some higher value housing, (relative to prevailing values in the local area), within a high quality environment. This will help to achieve a better spread of higher value housing and prosperity across the plan area, whilst also delivering greater diversity within individual areas.

7.29 A diverse range of housing will be required to meet our population and household growth. Just under 70% of the population increase 2022-2039 is projected to be in those aged 65 and over. In contrast the population of those aged under 18 is projected to decrease by almost 10,000.[73] Indeed, those aged 65 and over are projected to account for large proportions of the growth in each district and ranging from 33% of the growth in Salford to 140% in Wigan and 154% in Bolton (and those under 65 in Bolton decreasing by 4,400 and those under 65 in Wigan decreasing by 5,700).

7.30 A key part of the overall strategy is to maximise the amount of development on brownfield sites in the most accessible locations and minimise the loss of greenfield and Green Belt land as far as possible. In order to deliver the necessary densities, an increasing proportion of new dwellings will be in the form of apartments and town houses, continuing recent trends.

7.31 Smaller households are forecast to account for over half of the growth in households.[74] It is anticipated that this will further strengthen the demand in apartments, particularly given cost pressures and the increased reliance on private rented accommodation. However, some single and couple households will want or need to live in larger dwellings, for example to facilitate home-working or accommodate visiting relatives. There is scope to increase the number of families living in apartments, especially if higher density neighbourhoods can be made more inclusive for all age groups.

7.32 The ageing population will necessitate a renewed emphasis on ensuring that a diverse range of housing is available to meet the needs of older people and households. This will require new dwellings to be more adaptable, and designed with potential care needs in mind, so that older people can remain in

[73] ONS 2018-based subnational population projections
[74] ONS Household Projections

their homes if they wish as their circumstances change. There also need to be much better options for those who would like to move, perhaps to a dwelling of a more appropriate size in a location that enables them to easily access local services and facilities, and this could help to release some existing houses for families with dependent children.

7.33 The UK has the smallest average new-build dwellings in Europe[75] and cost considerations for both developers and households are placing further downward pressure on dwelling size. This potentially creates a number of problems, resulting in less adaptable dwellings that are unable to respond to the changing needs of households, poor health resulting from cramped conditions and overcrowding, and overall a lower quality of life. The lack of space can also inhibit home-working, which will be increasingly important in helping to minimise the need to travel and enabling us to take advantage of digital-based business opportunities. It is therefore essential that new housing achieves minimum standards that will help to ensure that it is able to meet identified needs and contributes to rather than detracts from the relative attractiveness of Greater Manchester as a place to live. The provision of appropriate outdoor private amenity space will also be vital in delivering high quality homes that support good health.

Policy JP-H3: Type, Size and Design of New Housing

Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people.

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.

Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans.

All new dwellings must:

1. Comply with the nationally described space standards; and

[75] Malcolm Morgan and Heather Cruickshank (2014) Quantifying the extent of space shortages, Vol. 42, Issue 6, 2014

2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.

Housing Densities

7.34 Increasing the average density of new housing developments in the most accessible locations is an important part of our overall strategy, providing a number of benefits. It will reduce the amount of land that needs to be used for development, thereby assisting the protection of greenfield and Green Belt land. It will help to minimise the need to travel, enabling more people to live close to shops and services, and increasing the local population necessary to support local facilities and support regeneration. It will also maximise the number of people living in the most accessible places, helping to increase the proportion of trips made by walking, cycling and public transport, and reducing the demand for car-based travel. The approach to housing densities directly supports the objectives of the Mayor's Town Centre Challenge.

7.35 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.[76]
- All distances are measured in a straight line. The designated centres are as defined in district local plans.

[76] 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 scored on a scale of 1-8, with 8 being the most accessible. GMAL scores are published online at data.gov.uk.

Policy JP-H4: Density of New Housing

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. Regard should be had to the minimum densities set out below.

Location (use highest density that applies when a site falls within more than one location)	**Minimum net residential density (dwellings per hectare): Within the location**	**Minimum net residential density (dwellings per hectare): Within 400 metres**	**Minimum net residential density (dwellings per hectare): Within 800 metres**
Designated centres:			
City Centre	200	120	70
Designated town centres	120	70	50
Other designated centres	70	50	35
Public transport stops:			
Main rail stations and Metrolink stops in the City Centre	N/A	200	120
Other rail stations and Metrolink stops in large, designated centres	N/A	120	70
Other rail stations with a frequent service and all other Metrolink stops	N/A	70	50
Leigh Guided Busway stops	N/A	50	35
Areas within GMAL 6 and above or its equivalent	50	35	35
All other locations: minimum net residential density of 35 dwellings per hectare			

Lower densities may be acceptable where they can be clearly justified by:

1. Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or
2. Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure

In order to achieve an appropriate mix of housing across the plan area, 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

Blank page

Greener Places



8.1 Our many and varied green spaces and features are used in many different ways and afforded many different values by the people who live, work in or visit the city-region. The GMCA is committed to the Government's approach as set out in the 25 Year Environment Plan (25YEP)[77] to deliver a better natural environment for people and wildlife and ensuring that it is accessible for everyone to connect to and benefit from.

8.2 This Plan supports the important role of our natural assets by:

- Valuing the special qualities and key sensitivities of our **landscapes** (recognising importance of an area's appearance to the sense of place held by those who live in or visit it);
- Seeking to protect and enhance **green and blue infrastructure** (the wider network of green (and blue) features which make a huge contribution to quality of life, promote good mental and physical health, create liveable places and support economic growth);
- Seeking an overall **enhancement of biodiversity and geodiversity** (the living organisms and ground beneath our feet which underpin the value of the natural environment and its ability to provide a wide range of important benefits, including supporting human health and quality of life);
- Seeking to maintain a **Green Belt** (which plays an important role in restricting unplanned development in a conurbation with a complex urban form, ensuring that its cities, towns and smaller settlements retain their identity).

Landscape Character

8.3 A Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA) has been prepared for Greater Manchester.[78] This assesses the quality and sensitivity of different landscapes and considers cross-boundary relationships (including with the Peak District National Park).

8.4 The GMLCSA identifies 10 different landscape character types which make up Greater Manchester's predominantly unbuilt areas and sets out evidence of their characteristics and sensitivities:

- Broad Urban Fringe Valleys;
- Historic Parks and Wooded Estate Farmland;
- Incised Urban Fringe Valleys;
- Mosslands and Lowland Farmland;
- Pennine Foothills (West-South Pennines);

---

77 25 Year Environment Plan
78 Places for Everyone

- Pennine Foothills (Dark Peak);
- Reclaimed Land / Wetlands;
- Unenclosed Uplands and Fringes (West-South Pennines);
- Unenclosed Uplands and Fringes (Dark Peak); and
- Urban Fringe Farmland

8.5 The sensitivities of our landscapes vary according to the issues and pressures they face and can be significantly influenced by the green infrastructure features they contain (see Our Green Infrastructure Network).

Policy JP-G1: Landscape Character

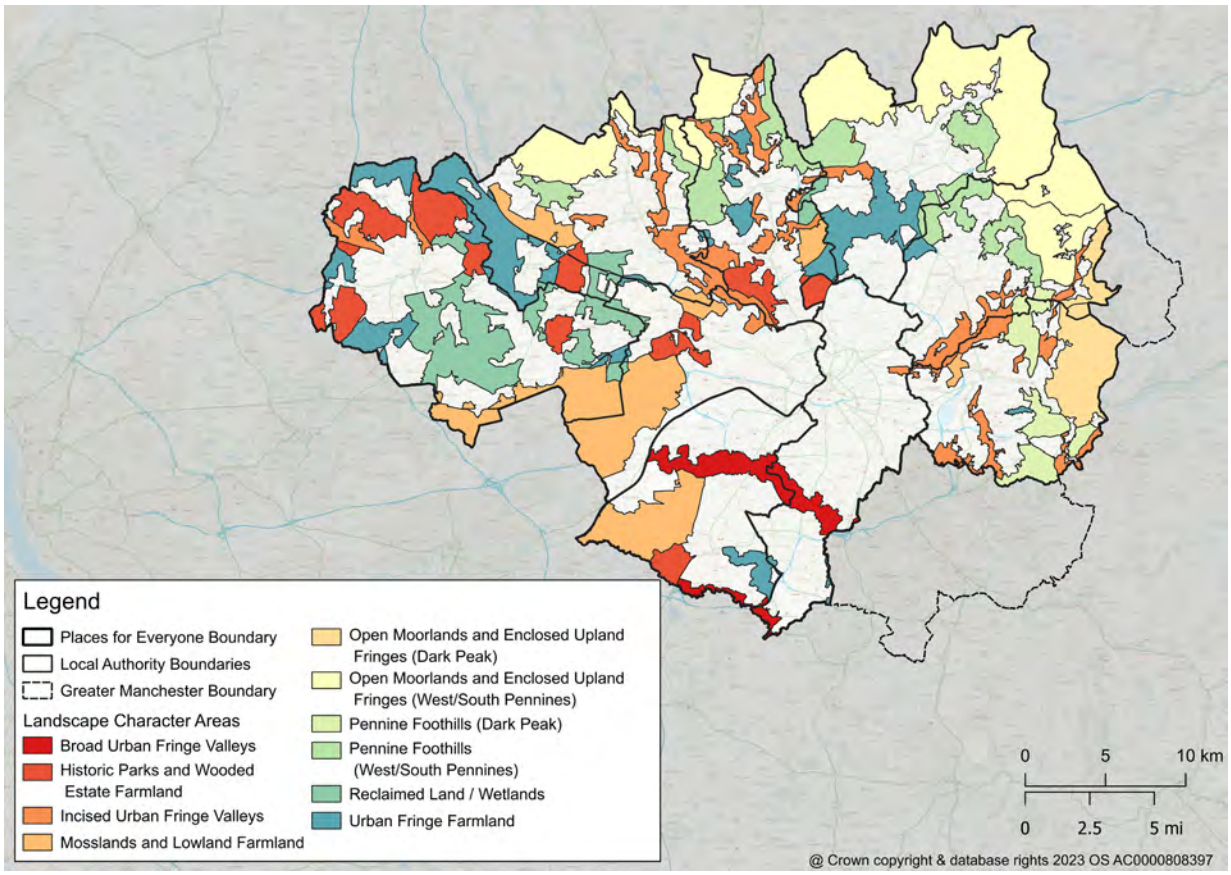
Development within a Landscape Character Type, as shown on Figure 8.1, should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:

- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.

The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require well-considered and sensitive treatment. In particular, opportunities to improve the intactness and condition of the landscape should be taken, especially in conjunction with seeking a net enhancement of biodiversity/geodiversity resources under Policy JP-G8 'A Net Enhancement of Biodiversity and Geodiversity'.

In implementing this strategic policy, regard will be had to the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA), in particular its guidance on future development and landscape management/ enhancement within areas covered by each landscape character type.

Figure 8.1 Landscape Character Types



Our Green Infrastructure Network

8.6 Green infrastructure[79] is a natural capital asset that provides multiple benefits, at a range of scales. For communities, these benefits can include enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk. These benefits are also known as ecosystem services.

8.7 Our green infrastructure network is enormously diverse, both in terms of its character and functions. Each type of green infrastructure is important in its own right, adding to the distinctiveness of the local area and Greater Manchester as a whole. However, it is the combination of and interrelationships between them that is particularly significant.

8.8 Ensuring that there is a high-quality network of green infrastructure is therefore vital to our long-term success, sustainability and resilience. Such a network should be:

[79] See: Natural Environment Guidance

- Extensive, maximising the size and spread of green infrastructure in a way that is compatible with meeting development requirements, with a particular need to increase the quantity of green infrastructure in the denser urban areas;
- Integrated, maximising connections between the different components including into areas surrounding Greater Manchester and, importantly, into and through new development;
- Multifunctional, providing multiple ecosystem services whilst not detracting from important primary functions;
- High quality, ensuring it is able to perform successfully its various functions; and
- Accessible, enabling residents from across Greater Manchester and other visitors to appreciate its benefits in a way that does not lead to its degradation.

8.9 However, green infrastructure assets can come under pressure due to continued growth in the population, economic activity and number of visitors, as well as from higher temperatures and more extreme weather events which will result from climate change. Our challenge is to find a way of accommodating the necessary scale of development to deliver inclusive growth and prosperity, whilst delivering overall improvements to the green infrastructure network.

8.10 Our existing valued landscapes and protected sites and areas constitute our best (priority) areas for green infrastructure and these sites and areas provide many social and economic benefits. But we also have to look beyond these areas and take action to extend and link these sites to form a Nature Recovery Network (NRN) for Greater Manchester.

8.11 On 14 August 2020, Greater Manchester was selected by the government to help kick-start nature recovery on a countrywide scale. The pilots will enable local authorities to set out their local priorities for restoring and linking up habitats so species can thrive, and agree the best places to help nature recover, plant trees, restore peatland, mitigate flood and fire risk, and create green spaces for local people to enjoy. GMCA has piloted the development of a Local Nature Recovery Strategy (LNRS), these have become mandatory and will identify priority actions for biodiversity and nature recovery across Greater Manchester, including the development of an NRN.

8.12 The map of biodiversity strategic priorities and opportunities which will underpin the Greater Manchester LNRS and the NRN will be developed as a first iteration, prior to engaging wider stakeholders in its further development. This has been provided for inclusion within this Plan at this stage as part of the national pilot and will inform the process to be undertaken in developing

LNRSs and LNRs across the country and as such is following a stepped process and timeline designed by Defra.

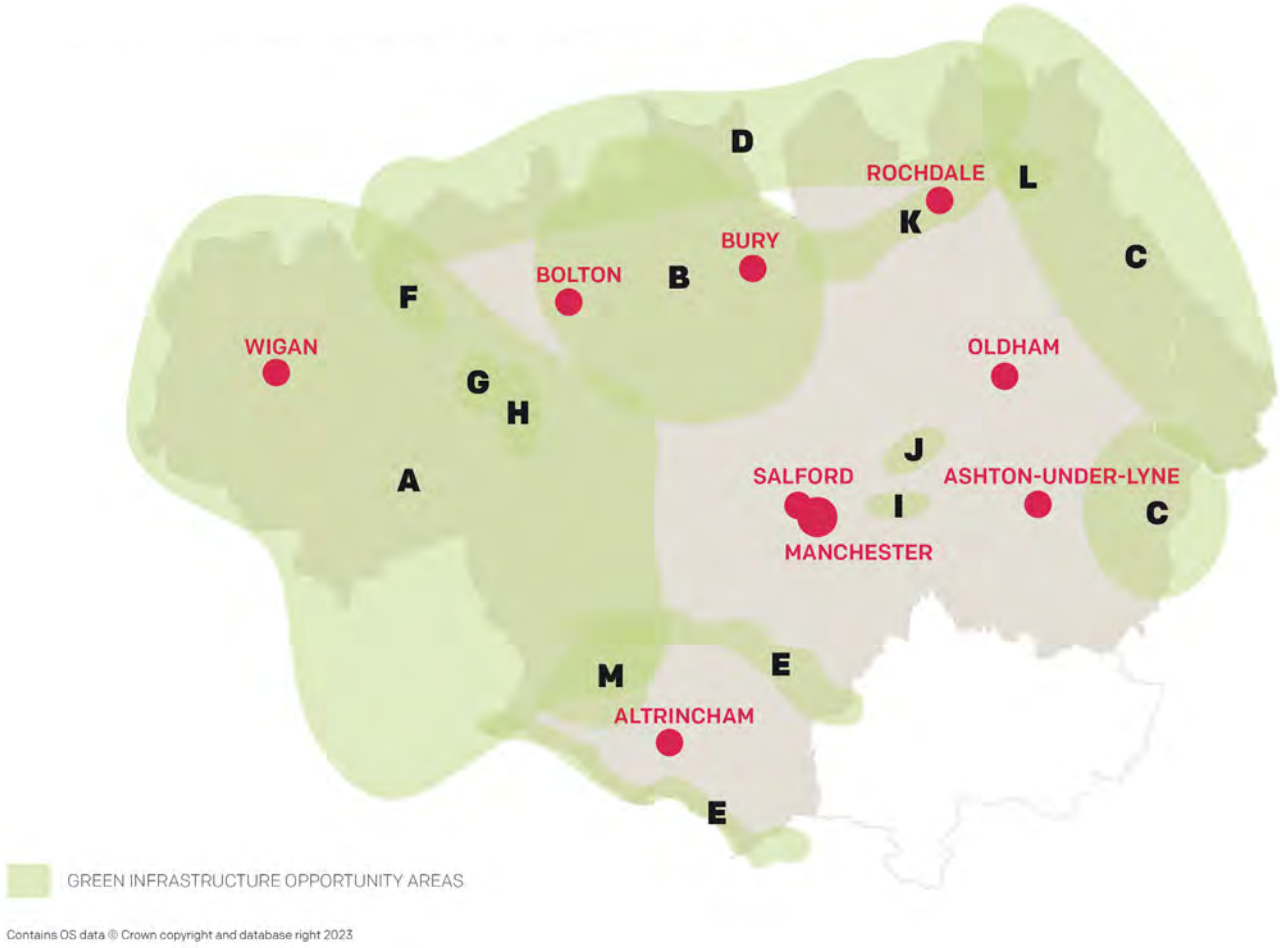
8.13 The map will provide for each habitat type an overview of priority activities required to support nature recovery across the whole of Greater Manchester and beyond the administrative boundary. It will include all areas, including urban areas, to identify key activities for habitat and green infrastructure creation and restoration needs for wildlife and the benefits they can provide for people through Natural Capital benefits. As part of the development process for a LNRS, GMCA, working with Natural England, GMEU and wider Natural Capital Group partners, will be engaging wider stakeholders, sectors and interest groups in the development of the Strategy, the identification of priorities and the mechanisms for delivering these priority actions.

8.14 As the overall green infrastructure network evolves, it will be identified in the most relevant information source, including green infrastructure plans, LNRSs and Mapping GM.

8.15 The following opportunity areas (as broadly illustrated on Figure 8.2 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to our Green Infrastructure Network:

A. Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington);
B. Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale);
C. South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak);
D. West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley);
E. Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East);
F. Red Moss and Middle Brook Valley (Bolton);
G. Hulton Park (Bolton);
H. Cutacre Country Park (Bolton, Salford and Wigan);
I. Lower Medlock Valley (Manchester);
J. Moston Brook Corridor (Manchester and Oldham);
K. Roch Valley (Rochdale);
L. Hollingworth Lake and Surrounds (Rochdale); and
M. Carrington (Trafford)

Figure 8.2 Green Infrastructure Opportunity Areas



8.16 These Green Infrastructure Opportunity Areas have been chosen because they are of a strategic scale and capable of strategic-scale improvements to the delivery of ecosystem services for large areas of Greater Manchester. The areas are not constraints on development and the development of grey infrastructure and built development within opportunity areas may facilitate the delivery of improvements in some areas.

8.17 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.

8.18 The use of defined standards can help to ensure that there is sufficient quantity and quality of green infrastructure to meet the needs of residents and

to deliver the overall green infrastructure network. A variety of standards have been developed by different organisations. We are committed to developing our own standards to supplement the Green Infrastructure Network and in doing so will have regard to whichever of these are most relevant and will provide appropriate supporting guidance as they develop.

8.19 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.

8.20 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.

8.21 Development has a major role in helping to achieve such standards and delivering improvements to the Green Infrastructure Network, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in this Plan provide opportunities to incorporate major areas of new accessible green infrastructure, delivering overall net gains in green infrastructure value to the benefit of local communities even if the quantity in that particular location may reduce. The way in which existing built areas have developed over time means that it will not be realistically possible to meet all of the standards in all parts of the plan area but they are an important aspiration to work towards wherever possible.

8.22 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 in individual development allocations and should be a starting point for discussions with the relevant Local Authority.

Policy JP-G2: Green Infrastructure Network

A strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation. Alongside this primary function an enhanced Green Infrastructure network will support wider public health benefits, including promotion of active travel, food growing and recreational opportunities.

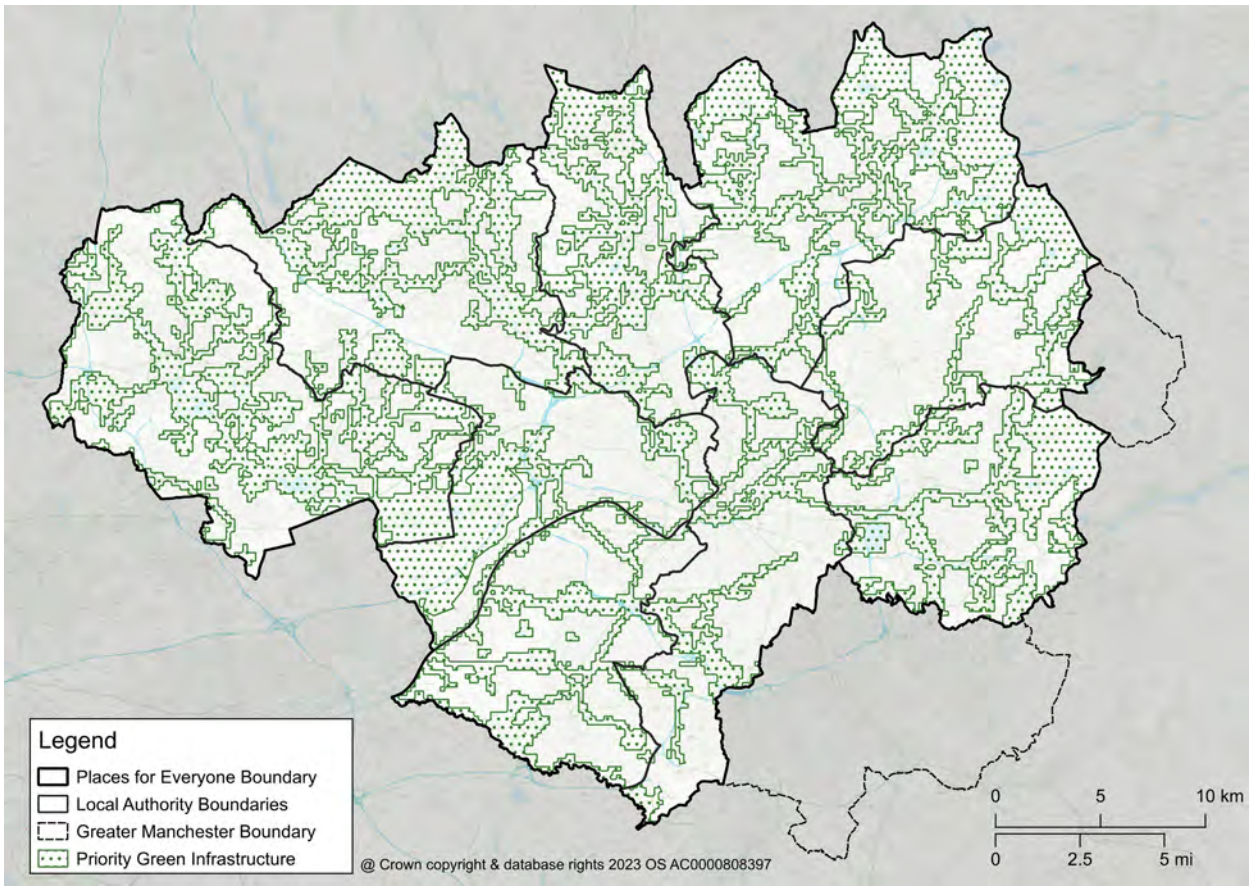
The protection, management and enhancement of Green Infrastructure will contribute to the development of a Local Nature Recovery Strategy for Greater Manchester. This Strategy will feed into the development of a Nature Recovery Network locally and nationally.

Development within and around the Green Infrastructure Network should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements.

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 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.

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. 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.

Figure 8.3 Green Infrastructure Network



Key Elements of the Green Infrastructure Network

8.23 Our Green Infrastructure Network is enormously diverse, both in terms of the type and character of features and the various functions that they perform. At a broad level, the priority green infrastructure can be split into different character areas, although these are not completely discrete and there is some overlap between them:

- River valleys and waterways
- Lowland wetlands and mosslands
- Uplands
- Urban green spaces

8.24 Trees and woodland are further vital elements of the green infrastructure network, permeating through these broad areas and often appearing as key features within them.

8.25 Each type of green infrastructure is important in its own right, adding to the distinctiveness of the local area and Greater Manchester as a whole.

However, it is the combination of, and interrelationships between, them that is particularly significant. Views between the various elements are a key part of the character of the area, and collectively they enable the movement of species throughout the sub-region and beyond. Although this categorisation helps to understand the overall network, it should also be recognised that there are considerable differences within as well as between them. These broad areas are complemented by other green infrastructure features especially within urban areas, such as gardens, ponds, green roofs and verges.

River Valleys and Waterways

8.26 There are over 2400 km[80] of river valleys within Greater Manchester, in addition to over 150 km of canals, which form a central component of the landscape, making a major contribution to biodiversity, geodiversity, wider green infrastructure, local identity, the sense of place and heritage.

8.27 In urban centres they have a significant role for generating and sustaining economic growth as well as providing a unique opportunity to contribute to the quality of the local natural environment. They also provide critical ecosystem services in reducing the urban heat island effect and mitigating air pollution, particularly when reinforced by planting.

8.28 River valleys and canals are vital components of the wider network of habitats, transport routes and recreation/tourism opportunities, and their long-term management is essential to provide benefits to flood risk, water quality, climate change adaptation, wildlife and creating attractive healthy environments for people to live. They provide important corridors of semi-natural habitats and natural green space, with open grassland, woodland and wetland, linking urban centres with open countryside and connecting other strategically important areas such as the uplands and lowlands. As such, river valleys and canals will form an important part of our Nature Recovery Network.

8.29 Our river valleys are a complex network and cover a number of catchments including the Mersey, Irwell, Roch, Tame and Bollin. These flow from the Pennine moors to the East and North, and the Peak District to the South-East, across the conurbation and into the lower-lying areas of the South and West. The Douglas also covers the West of Greater Manchester and flows North into the Ribble Estuary (Lancashire).

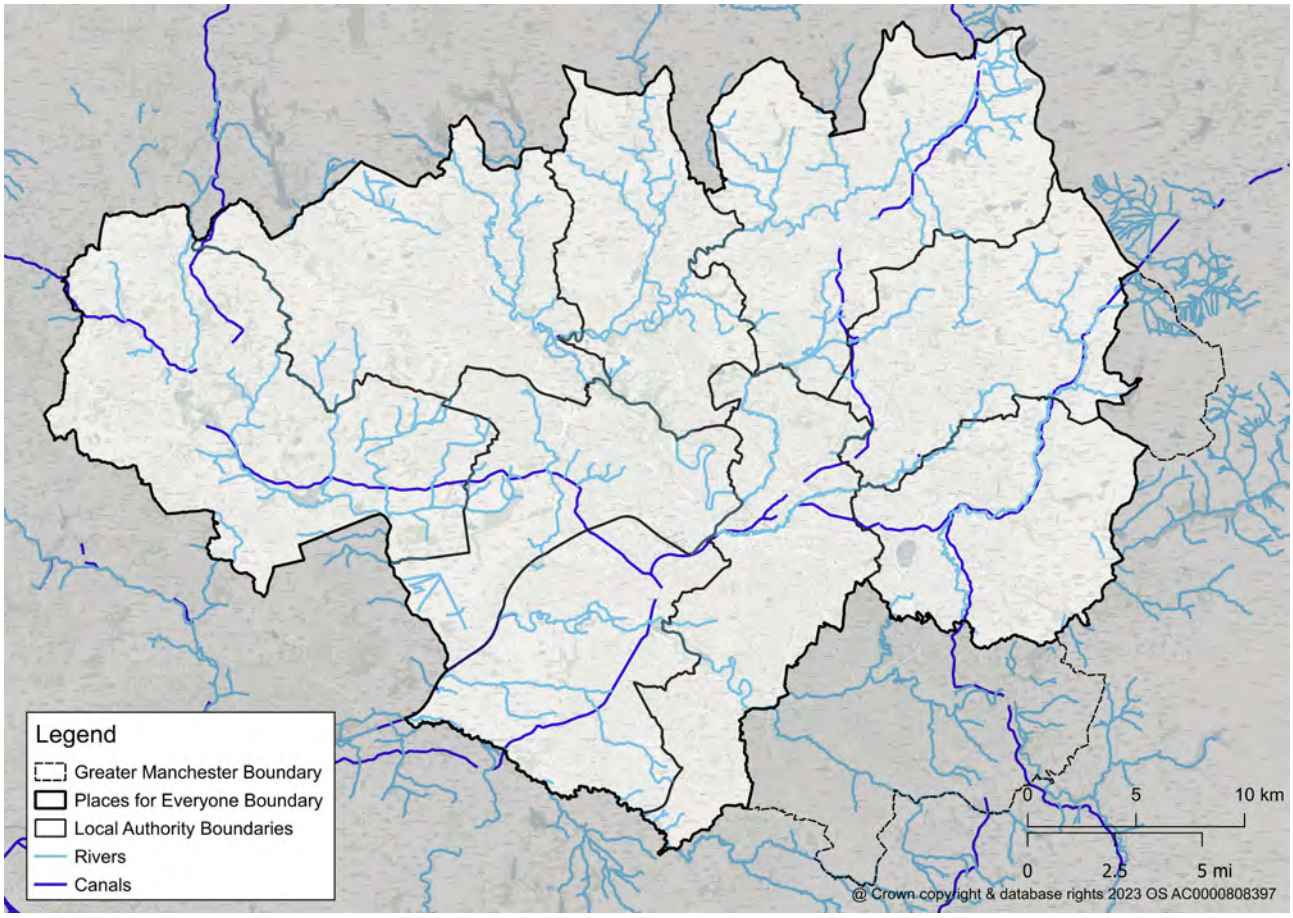
8.30 New development must be designed to ensure river corridors and their associated habitats are integrated within development and enhanced wherever possible, ensuring they are managed sustainably in the long

[80] Source: Environment Agency

term and opportunities to address Water Framework Directive failures are considered. This in turn will provide high quality and attractive environments, achieve additional economic benefits (through multifunctional ecosystem services and land value capture) whilst ensuring there is increased resilience to future climate change pressures and an overall improvement in biodiversity.

8.31 The North West River Basin Management Plan[81], required under the Water Framework Directive[82], and implemented through UK legislation[83], provides the statutory framework for protecting and enhancing the benefits provided by the water environment. Catchment Partnerships are also responsible for preparing catchment plans to help achieve a coordinated approach to Water Framework Directive delivery and embedding the catchment-based approach.

Figure 8.4 Greater Manchester's river and canal networks



81 River Basin Management Plans 2015
82 EU Water Framework Directive
83 The Water Environment Regulations 2017

8.32 Greater Manchester Combined Authority is also a key partner on the EU Life Integrated Project known as 'Natural Course'.[84] This covers the North West River Basin Management Catchment and has a primary focus on the Irwell Catchment. Natural Course is seeking to develop a collaborative approach to integrated water management and the enhancement of the many benefits that our rivers provide. A key objective of Natural Course is to identify innovative and cost-effective solutions to a range of water management issues and where possible use a natural capital approach to help deliver multiple objectives. A recent study of the ecosystem benefits from the natural environment alongside the Irwell's rivers has an existing natural capital value of £418 million per year.[85] This Plan has an important role as part of this to ensure that any future development has a positive impact on the water environment and these ecosystem services are enhanced where possible.

Policy JP-G3: River Valleys and Waterways

River valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment.

In making planning decisions and carrying out other associated activities, we will seek to deliver the following priorities:

1. Retain the remaining open character of the river valleys, avoiding their fragmentation and prominent development on valley edges;
2. Promote public enjoyment of the river valleys, including as key features connecting urban areas to the countryside, providing opportunities for active travel, and enhance their high recreational value as green fingers through densely populated areas;
3. Protect and enhance the mosaic of semi-natural habitats, including: riparian (waterside), clough, broadleaved and ancient woodland; wet and semi-natural grassland; meadow; and lakes and ponds;
4. Retain existing pockets of relative tranquillity and seclusion, especially within the more tightly enclosed and wooded valleys;
5. Reduce flood risk, through Natural Flood Management (NFM), including careful land management and a catchment-wide approach;

---

84 Natural Course

85 TEP/Vivid Economics Irwell Ecosystem Services Opportunity Mapping (2018) - see Natural Course

6. Improve water quality, including through land decontamination and the management of diffuse pollution from industry and agriculture;
7. Return rivers to a more natural state where practicable, including through deculverting and the re-naturalisation of riverbanks and flood plains;
8. Where compatible with the requirements of commercial and freight use, increase the use of canals and watercourses for active travel, with improved and extended rights of way alongside the water providing walking and cycling routes for both recreation and commuting, thereby increasing access to natural green space; and
9. Ensure that development relates positively to nearby rivers and other waterways, taking advantage of opportunities to integrate green infrastructure through:

    a. High quality frontages to the water; and
    b. Public realm alongside the water for both recreation use and maintenance access.

Lowland Wetlands and Mosslands

8.33 Lowland wetlands and mosslands cover substantial areas within Wigan, west Salford and south-west Trafford, where they form part of the Great Manchester Wetlands Nature Improvement Area which extends into Warrington and measures around 40,000 hectares in total. There are also smaller lowland wetland and mossland areas in other parts of the sub-region, including Clifton Moss in Salford, Red Moss in Bolton, Unsworth Moss in Bury, and Ashton Moss in Tameside. All of these areas have significant green infrastructure functionality and are significant in terms of their biodiversity and geodiversity resources.

8.34 The area includes a range of internationally, nationally and locally designated nature conservation sites and is covered by the Great Manchester Wetlands Nature Improvement Area which aims to create an essential network of wildlife corridors, linking biodiversity across the landscape and allowing wetland habitats to thrive and survive.[86] The area will form an important part of the Nature Recovery Network for Greater Manchester. Although it has a rich variety of habitats, existing conservation sites are often poorly connected, and there are large parts of the area where the landscape is degraded. Habitat enhancement and reinstatement could deliver considerable ecological benefits, as well as providing a large-scale recreation resource that could

[86] Great Manchester Wetlands

make a significant contribution to the health and quality of life of residents. Landscape enhancements would also support other objectives such as improving water quality, mitigating flood risk and reducing soil erosion.

8.35 The mosslands were originally typified by lowland raised bog, which supports a unique range of wildlife. Peat cutting and agriculture have left only small areas of undamaged peat deposits, and lowland raised bog is now one of Western Europe's rarest and most threatened habitats. Several restoration projects are underway within the Plan area, which will not only have major nature conservation benefits, but could also make a considerable contribution to carbon targets, reducing a significant source of emissions and locking in additional carbon. Within Wigan in particular, extensive valuable wetland habitats have formed on many former industrial sites where undermining has resulted in the formation of subsidence flashes and ponds. A mixture of pasture and arable cultivation is found in farmed areas surrounding the wetlands and active mossland, taking advantage of the productive peaty soils.

8.36 The restored industrial landscapes of the wetlands, such as the flashes in Wigan, provide an important recreational resource. There is also a network of public footpaths and long-distance walking and cycling routes, but access to large parts of the landscape is very limited. The Heritage Lottery funded Carbon Landscape project, which also extends through Warrington to incorporate the Mersey Wetlands Corridor, is seeking to reconnect people to the landscapes and raise awareness within local communities of these amazing wild oases on their doorstep, including through a Carbon Trail that will link them together.[87]

8.37 The importance of the habitats and wider landscape means that there is a strong emphasis in the Plan on their retention and improvement, and the majority of these areas will see little or no development. Some sections of undeveloped mossland, however, are considered appropriate for future development as they are well-located to make a notable contribution to delivering more balanced and inclusive growth. Such areas will only be developed where they are shown to be of limited ecological value and the development can be delivered without compromising the green infrastructure role of the wider area.

---

87 Carbon Landscape

Policy JP-G4: Lowland Wetlands and Mosslands

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.

In making planning decisions and carrying out other associated activities, we will seek to deliver the following priorities:

1. Maintain and enhance the extensive and varied mosaic of semi-natural habitats including brooks, ditches, open water bodies, bog, fen, swamp, flashes, ponds, wet and broadleaved woodland, and grassland;
2. Manage and restore the remnant pockets of lowland raised bog, including through restoration from farmland, significantly expanding and connecting the areas of active bog to contribute to important functions such as flood risk management and carbon sequestration;
3. Positively manage land adjacent to lowland raised bog and other sensitive wetland habitats in a complementary and coordinated manner, ensuring that their hydrology is not adversely affected and the water table is restored;
4. Increase features that act as steppingstones for wildlife moving through the area, such as field ponds, hedgerows and trees, and minimise barriers to movement;
5. Removal of derelict structures and the remediation of land where it is beneficial to green infrastructure provision and there is no historic value in their retention; and
6. Expand public access across the area considerably, including through the creation of new circular routes, and enhance recreation and active travel opportunities.

Uplands

8.38 Greater Manchester's uplands extend around the northern and eastern edges of the conurbation, through Bolton, Bury, Rochdale, Oldham, Tameside and Stockport. The area includes parts of the West and Southern Pennines and the Dark Peak and sits within a much larger moorland landscape stretching eastwards into the Peak District National Park and northwards into Lancashire. As a result, cross-boundary working with neighbouring local authorities including Stockport as well as those outside of Greater Manchester is required to address the issues affecting the uplands.

8.39 The uplands and features within them are widely visible from across Greater Manchester, providing a strong sense of place and orientation. The intense rural character and sense of isolation of the uplands, particularly on the unenclosed moorland, contrasts with the extensive urban area below, of which there are spectacular panoramic views. This is complemented by the industrial architecture and archaeology throughout the uplands, including mill ponds, narrow winding lanes, disused quarries and coal-mining relics. Gritstone is a distinctive unifying feature of the dry-stone walls and limited built development.

8.40 The importance of the mosaic of moorland habitats is reflected in a range of international, national and local designations, including parts of the large South Pennine Moors Special Area of Conservation and Special Protection Area. These habitats support important breeding bird populations.

8.41 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.

8.42 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.

8.43 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.

8.44 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 cumulative and/or overlapping nature of the geographical requirements;
- the exceptions in which development would be permitted within 400m of the SAC/SPAs:
- how land should be assessed for functionally linked habitats within 2.5km of the SPAs, including guidance on avoidance and mitigation; and

- a framework for the provision of Suitable Alternative Natural Greenspace (SANG) and the implementation of a Strategic Access, Monitoring and Management Strategy (SAMMS), including the mechanism for the calculation of the financial contributions, by reference to development types, the level of predicted recreational impact on the SAC and SPAs, and the measures upon which such contributions will be spent.

8.45 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.

8.46 The uplands provide a sense of inspiration and escapism, offering important opportunities for outdoor recreation which can make a considerable contribution to health and wellbeing. There are large areas of Open Access Land, several long-distance trails, and reservoirs that form popular visitor destinations. Enabling more people to enjoy the distinctive character of the uplands will help to increase the attractiveness of Greater Manchester as a place to live and visit, and generate local economic benefits, but this will need to be balanced with the pressures that increased access brings.

8.47 The distinctive character, sensitivity and visual prominence of the uplands mean that any development will need to be of a small scale and carefully located and designed. Consequently, it has been assumed that very little development will take place within the area, and the uplands will make a negligible contribution to future housing and employment land supply during the plan period. In particular, no land is proposed to be removed from the Green Belt for development within the uplands.

Policy JP-G5: Uplands

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:

1. Integrate any new development into the landscape by utilising existing tree/woodland cover and dips in the landform, and adopting the unifying gritstone vernacular where possible;
2. Enhance the full range of upland habitats as part of an ecologically connected network, including heather moorland, blanket bog, meadows, acid grassland, native woods, and healthy watercourses;
3. Significantly extend the area of active blanket bog, both through the protection of existing sites and the positive restoration of degraded areas to contribute to important functions such as flood risk management and carbon sequestration;
4. Protect and naturally regenerate clough woodland, providing a natural connection between the uplands, foothills and lowlands;
5. Increase the role of the area in water storage, flood risk management (through Natural Flood Management) and water quality improvements, as part of a catchment-based approach; and
6. Enable more people to enjoy the distinctive character of the uplands in sustainable ways which balance the pressures that increased access brings with the physical and mental health benefits that this landscape offers.
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:

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 10 'Beal Valley'
- Policy JP Allocation 12 'Broadbent Moss'
- Policy JP Allocation 13 'Chew Brook Vale'
- Policy JP Allocation 14 'Cowlishaw'
- Policy JP Allocation 20 'Land North of Smithy Bridge'
- Policy JP Allocation 21 'Newhey Quarry'
- Policy JP Allocation 22 'Roch Valley'
- Policy JP Allocation 28 'Godley Green Garden Village'.

Urban Green Space

8.48 Whilst our extensive areas of open countryside are enormously important, the conurbation's urban green spaces are of greater significance to many residents on a day-to-day basis and are the areas with which they have greatest contact. These places have most value to people at a local level. Whilst always functioning as green infrastructure, urban green spaces are not always natural, often containing formal or informal recreational facilities such as playgrounds and sports pitches. These are covered in more detail in Policy JP-P7 'Sport and Recreation'.

8.49 Urban green infrastructure includes parks, playing fields and other sports and recreation facilities, but they also include nature reserves, woodlands, allotments, cemeteries, former rail corridors, and other undeveloped land. Urban green spaces can therefore have widely differing characteristics and values placed upon them. In addition to these valuable green spaces, other types of green infrastructure are also found within the urban area, such as residential gardens, street trees and green roofs.

8.50 Urban green spaces are essential to the liveability of urban areas, making a vital contribution to mental and physical health, and more generally to the overall quality of life. They can offer a moment of tranquillity within a busy area, and provide people with opportunities for recreation, social interaction,

and to connect with nature. They often form part of the network of green transport routes, supporting more walking and cycling and less car use.

8.51 Significantly, they will become increasingly important as a result of climate change, helping to cool overheating urban areas, manage flood risk and enable wildlife to adapt. Other important environmental functions include the ability to mitigate air pollution and help manage water quality. They can be particularly vital for children, providing places to play and opportunities for outdoor learning. They can also help bring communities together, providing places for events and opportunities for community food-growing projects. Urban green space is therefore essential for environmental and social wellbeing, but it also makes a major contribution to economic growth and securing investment. Urban green infrastructure will form a vital part of a Nature Recovery Network for Greater Manchester.

8.52 Urban green spaces are often a key part of the character and history of the local area. Some are important heritage assets in their own right, recognised by national or local designations, or provide the setting for them. They are a central element in understanding the story of a place, and several have wider historical and social significance.

8.53 The national Monitor of Engagement with the Natural Environment survey suggests that two-thirds of all visits to the natural environment in England are within 2 miles of home, and two-fifths are within 1 mile.[88] Access to these smaller green spaces at short distances is therefore important to deliver the health, wellbeing and other benefits that result from visiting the natural environment. However, less than half of Greater Manchester residents currently live within 300 metres of an accessible natural green space of at least 2 hectares in area. The places of greatest deficiency tend to be the more densely developed urban areas. Part of the overall strategy is to make best use of previously-developed land in order to reduce the need for developing greenfield (not previously-developed) sites but this can only result in quality places if it is accompanied by considerable improvements in the accessibility, quality and functionality of green space, particularly in higher density urban locations.

Policy JP-G6: Urban Green Space

To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions:

[88] March 2015 to February 2016 - Monitor of Engagement with the Natural Environment

- existing urban green space will be protected and enhanced in balance with other considerations; and
- we will work with developers and other stakeholders to deliver new high quality urban green spaces.

Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

Trees and Woodland

8.54 Trees and woodland are extremely important components of our Green Infrastructure Network, fulfilling a very wide range of functions including sequestering and storing carbon, enhancing biodiversity, providing access to nature, managing water, air, soil and noise pollution, reducing flood risk, stabilising land, reducing soil erosion, strengthening landscape character, and providing shade and cooling to combat high temperatures. For example, woodlands can slow the flow of water, increase infiltration, stabilise riverbeds and banks, and intercept pollutants, all of which will help to achieve North West River Basin Management Plan objectives. Trees in the urban environment can soften otherwise harsh environments, filter wind and humanise the scale of tall buildings, creating pleasant public spaces at street level. Trees also play a major role within the urban environment, softening otherwise harsh environments, filtering wind and providing contrast to the scale of tall buildings, creating pleasant public spaces at street level.

8.55 Our woodlands vary in character, from upland oak woods to wet woodland, and from ancient broadleaved woodland to plantation and young woodland. Many of our important woodlands have been designated for their nature conservation interest. Trees and woodland are often important features within areas of priority green infrastructure (see Policy JP-G2 'Green Infrastructure Network') and within the other key parts of the green infrastructure network specifically identified within the PFE (see Policy JP-G3 'River Valleys and Waterways', Policy JP-G4 'Lowland Wetlands and Mosslands' and Policy JP-G5 'Uplands').

8.56 Impressive efforts have been made over the past three decades to increase tree cover and the results of this are starting to take effect. These efforts have been brought together under the Greater Manchester Tree and Woodland Strategy, prepared on behalf of Greater Manchester by the City of Trees initiative. This guidance provides an overarching strategy for

individual districts to develop local tree strategies, greenspace plans or similar related strategies. Maturing woodlands provide significant areas of Greater Manchester with a character that now appears greener and much less grey than in the past, but there is considerable scope to secure further improvements across a much wider area. Currently around 15.7% of Greater Manchester is beneath tree canopy.[89] The City of Trees initiative identifies a target to plant one tree for every resident in Greater Manchester with the aspiration of raising Greater Manchester's level of tree cover to at least the national average and this would have major environmental, social and economic benefits that would support implementation of this Plan. It would also contribute to the broader Northern Forest project stretching from Liverpool to Hull, which aims to address the North's low level of woodland cover and support an increase in tourism by planting 50 million trees over the next 25 years.

8.57 Whilst new planting will be essential, it will also be important to protect and enhance existing trees and woodland, especially within or close to urban areas where they make a major contribution to quality of life. Expanding and connecting areas of woodland would help to make them more resilient to external threats such as climate change and will be essential in the development of a Nature Recovery Network.

8.58 The following policy incorporates the Woodland Trust's woodland access standards which provide a target for improving public access to woodland. There will be some parts of our area where fully achieving the standards will not be possible, for example due to existing land uses or the presence of other priority habitats, but the standards provide a relevant guide and aim.

Policy JP-G7: Trees and Woodland

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.

This will be done through local planning and associated activities such as:

1. Protecting and expanding the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded cloughs and pockets of ancient and riverside (riparian) woodland;

[89] See Manchester City of Trees News

2. Encouraging habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees;
3. Aiming to plant a tree for every resident in the plan area over the next 25 years as part of the City of Trees initiative;
4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low-grade agricultural land and land in need of remediation;
5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre;
6. Considerably increasing the provision of street trees within urban areas;
7. Promoting the provision of community orchards to increase fruit consumption;
8. Promoting the opportunity for woodland conservation to raise awareness for the sustainable use of timber;
9. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience;
10. Improving public access to woodland and trees particularly by sustainable travel models to capture the health and wellbeing benefits whilst managing the associated pressures;
11. Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management, urban cooling and carbon storage/sequestration;

And through development as follows:

12. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and
13. Protecting trees and woodland during the construction phase of development.

Biodiversity and Geodiversity

8.59 Biodiversity (the variety of living organisms) and geodiversity (the range of rocks, minerals, fossils, soils and landforms) underpin the value of the natural environment and its ability to provide a wide range of important benefits, including supporting human health and quality of life. Achieving a major net enhancement of biodiversity value and improving access to nature are key priorities for this Plan and central components of the wider approach to green infrastructure and the natural environment.

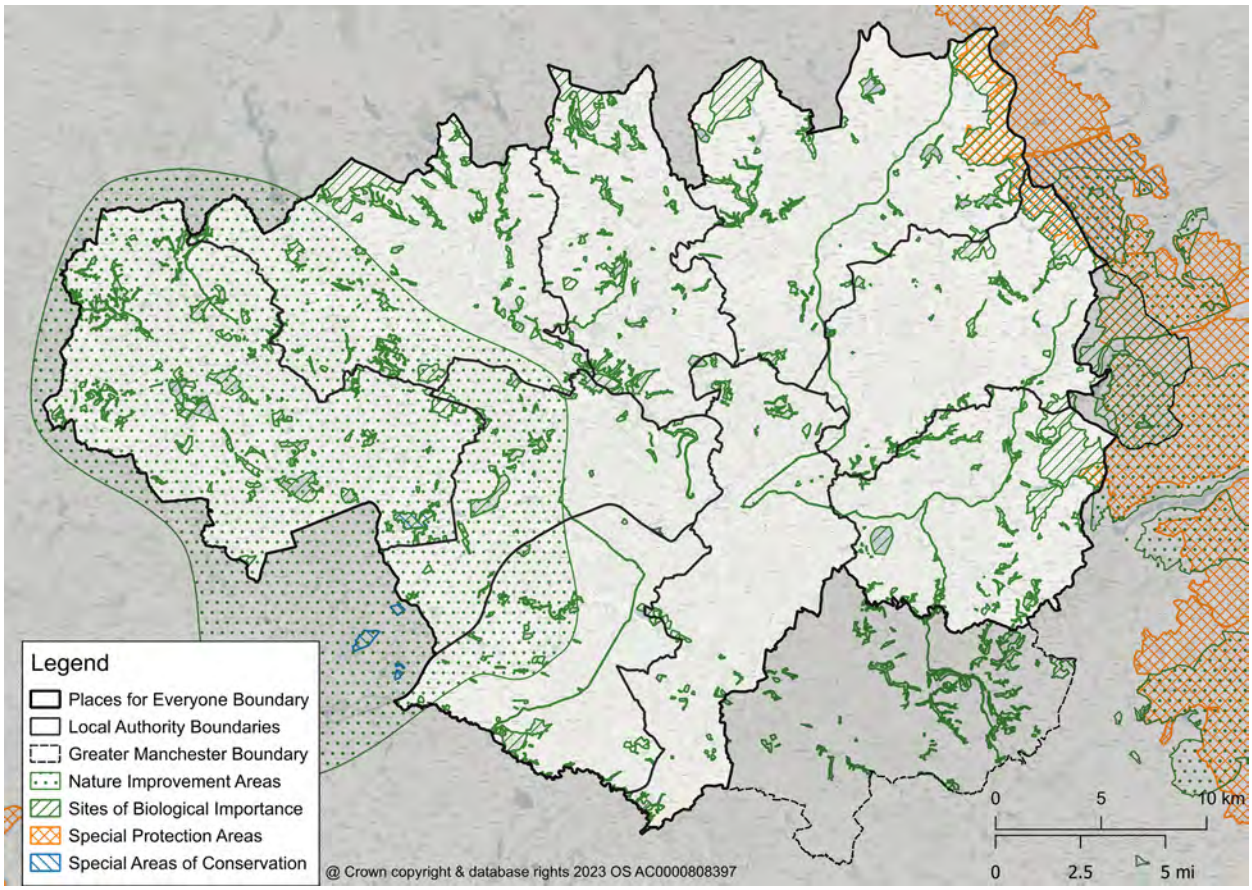
8.60 The Plan area contains a wide range of important sites designated for their high nature conservation value, including the internationally designated South Pennine Moors, Rochdale Canal and the Manchester Mosses, 22 nationally designated Sites of Special Scientific Interest, and approximately 470 locally designated Sites of Biological Importance and Regionally Important Geological Sites.

8.61 The effective conservation of biodiversity will require more than simply the protection of existing designated sites and priority habitats, particularly given the scale of development proposed in this Plan. A wider strategy for Nature Recovery is needed, including habitat restoration and creation, and the transformation of broad landscape areas into a diverse Nature Recovery Network.

8.62 A large area in the west of the sub-region extending into Warrington has been designated as the Great Manchester Wetlands Nature Improvement Area (NIA). This area is dominated by the lowland wetlands (see Policy JP-G4 'Lowland Wetlands and Mosslands') and seeks to take a landscape-scale approach to ecological enhancement. The NIA will be integrated into a wider Nature Recovery Network for Greater Manchester.

8.63 If our overall aims of a major net enhancement of biodiversity value and improved access to nature are to be achieved then all new development will have to play its part, each delivering a net gain in biodiversity. This could involve the protection and improvement of existing habitats, the creation of new ones, and/or the strengthening of connections between them. The Defra metric (DEFRA 3.0 or later) will be applied to new development proposals to calculate and demonstrate a measurable net gain in biodiversity of no less than 10%.

Figure 8.5 Designated wildlife sites in Greater Manchester



8.64 Agricultural land is also of significance in the safeguarding of soil resources, with 'best and most versatile' land[90] safeguarded because of its long-term potential for delivering both food and non-food crops. Soils in Greater Manchester are, however, significant for more than their agricultural value with extensive uplands and lowland areas characterised by deep peaty soils, which have a high environmental value and are identified as a priority in the Government's 25-year environment plan.[91] Over half of the UK's soil carbon store is contained in peat soils.[92] 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 necessary as it is critical to the delivery of wider development proposals.

90 Grades 1, 2 and 3a within the Agricultural Land Classification, see Natural England
91 HM Government (2018), see 25 Year Environment Plan
92 Defra (2009) Safeguarding our Soils, see Safeguarding Our Soils A Strategy for England

8.65 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-C8; 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-18 and JPA-20.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity

Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by:

1. Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species;
2. Improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes;
3. Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species;
4. Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations;
5. Facilitating greater access to nature, particularly within urban areas;
6. Supporting the development and implementation of the Great Manchester Wetlands Nature Recovery Network; and
7. Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land.

Development will be expected to:

a. Follow the mitigation hierarchy of:

   i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
   ii. Adequately mitigating any harm to biodiversity, then
   iii. Adequately compensating 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;
e. 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; and
f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

The Green Belt

8.66 Our Green Belt was originally designated in full in 1984 as part of the Greater Manchester Green Belt. There have been a series of amendments through individual district plans and Places for Everyone. The Plan area's designated Green Belt totals 51,539 hectares.

8.67 The Green Belt makes up a considerable proportion of land in the Plan area, and it is therefore vital that its various parts play a beneficial role that supports the environmental, social and economic wellbeing of the city-region's residents. We will plan, in particular, for the enhancement of its green infrastructure functions, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for our residents and providing the high-quality green spaces that will support economic growth. In particular it assists in protecting and enabling the positive use and enhancement of land which has essential natural environment and green infrastructure functions supported by other policies in the Plan, such as:

- Landscape, see Policy JP-G1 'Landscape Character';
- Recreation, see Policy JP-P7 'Sport and Recreation';
- Biodiversity and Geodiversity, see Policy JP-G8 'A Net Enhancement of Biodiversity and Geodiversity'; and
- Sustainable flood management, see Policy JP-S4 'Flood Risk and the Water Environment'.

8.68 The Green Belt also plays an important role in restricting unplanned development in a city-region with a complex urban form, ensuring that its cities, towns and smaller settlements retain their identity.

8.69 To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, we have sought to make as much use as possible of land outside of the Green Belt. Development of suitable brownfield sites and optimising the density of development are key drivers for the overall strategy, leading to a significant focus on the existing urban area.

8.70 The majority of the development required to deliver the Plan's spatial strategy will be within the existing urban area. This approach alone is not, however, sufficient to meet our full development needs.

8.71 Discussions have taken place with neighbouring local authorities to determine whether it would be appropriate for them to meet some of our development needs, but it has been agreed that this would not be appropriate as it would require them to release parts of their own Green Belt and would be likely to lead to less sustainable commuting patterns. In order to address this shortfall, a process of site selection was undertaken, to identify sites. It first gave consideration to previously-developed land and/or that well-served by public transport. Following that it identified sufficient sites to meet the identified needs in this plan which fitted our overall Vision, Strategic Objectives and the sustainability principles of the plan.

8.72 The need to deliver the positive long-term outcomes of the Greater Manchester Strategy is considered to amount to exceptional circumstances which justify altering the boundaries of the Green Belt. Therefore in some locations land previously in the Green Belt has had that designation removed to enable development to take place as detailed in the allocations in Chapter 11 'Allocations', additionally these areas are identified on the Policies Map.

8.73 In other locations land which was not previously in the Green Belt has now been designated as such because it is assessed to meet one or more of the five purposes, for example to prevent settlements merging, and necessary to keep it permanently open. The locations of proposed additions to the Green Belt are detailed in Appendix B 'Additions to the Green Belt'. These areas form part of the designated Green Belt as defined on the Policies Map in Appendix C 'Places for Everyone Policies Map'.

8.74 In amending the Green Belt boundary, through this Plan, opportunities have been identified to improve/enhance Green Infrastructure within the land to remain within the Green Belt. Additionally opportunities have been identified to mitigate harm to the retained Green Belt caused by these amendments.

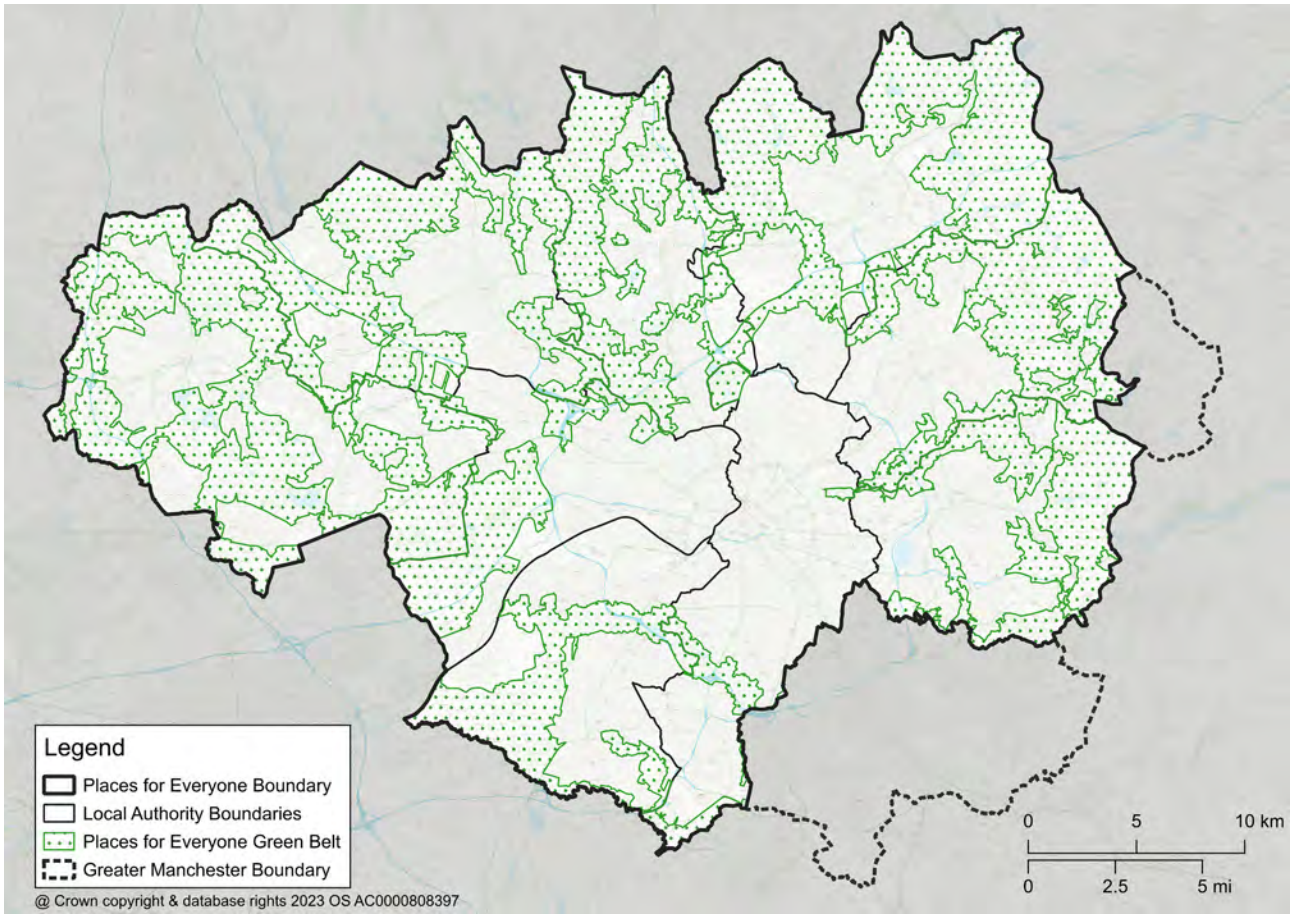
Policy JP-G9: The Green Belt

The Green Belt is defined on the Policies Map and illustrated on Figure 8.6. The Green Belt serves the five purposes set out in national policy:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The beneficial use of the Green Belt will be enhanced where this can be achieved without harm to its openness, permanence or ability to serve its five purposes. In particular, the enhancement of its green infrastructure functions will be encouraged, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for our residents and providing the high quality green spaces that will support economic growth.

Figure 8.6 The Green Belt



Blank page

Places for People



Promoting Inclusion

9.1 Delivering a more inclusive Greater Manchester is at the heart of everything that the Greater Manchester Strategy is trying to achieve. The ultimate measure of the plan's success will be whether it has helped to enhance the lives of all residents within our plan area. The last few decades have seen increasing inequalities across the country. Although Greater Manchester has an excellent range of employment, housing and leisure opportunities, the ability of people to access them can vary considerably. Some neighbourhoods have not shared in the benefits of recent economic growth and there are places in Greater Manchester where a significant proportion of the population suffer from deprivation with low levels of educational attainment, poor health and life expectancy. Many people are unable to find a suitable home at a cost they can afford.

9.2 This Plan has an important role in helping to address these inequalities and disadvantages. A key aim must be to enable the full potential of every person and every place to be realised, with them being able to both contribute to, and benefit from, the successes of Greater Manchester. The positive impacts of development and investment must be spread as widely as possible. It will also be important to respond to the diverse needs and identities of different people and communities, with everyone being able to flourish wherever they live. Residents should be able to actively contribute to decisions about places that will affect them, increasing empowerment and a feeling of ownership about the way in which Greater Manchester evolves.

9.3 Supporting these social improvements is clearly of fundamental importance in its own right but will also help to deliver more sustained economic growth in the long-term. Delivering them will require a collaborative approach between the GMCA, local authorities, residents, developers and other organisations.

9.4 This Plan promotes greater inclusion in a wide variety of ways, some of which are set out in this chapter but many of which will be delivered through other parts of the plan. Such measures include:

- Delivering sustainable places that can meet the needs of all sections of communities, both now and in the future;
- Achieving the high quality, inclusive design of places and developments;
- Encouraging the efficient reuse of previously-developed land and buildings as part of the coordinated regeneration of urban areas, particularly those with high levels of deprivation;
- Significantly increasing the supply of new housing that helps to meet the wide variety of needs at a price people can afford;

- Enhancing the supply of employment opportunities at a variety of skill levels to achieve more inclusive growth;
- Supporting improvements in education and research facilities;
- Enabling all residents to lead healthier lives in safer places with good access to facilities that support health and wellbeing;
- Providing excellent transport networks that help people to access opportunities across Greater Manchester, particularly by walking, cycling and public transport;
- Increasing the range and accessibility of cultural, leisure and sporting opportunities;
- Improving access for all neighbourhoods to green space and nature; and
- Supporting greater inclusion through the design and implementation of individual development proposals.

Sustainable Places

9.5 Greater Manchester consists of a varied network of places, both urban and rural, many with strong and proud identities. If this Plan is to have a positive impact, then a key aim must be to raise the quality of all places in a way that is sustainable in the long-term. This will help to enhance wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.

9.6 Every place in Greater Manchester is unique, having carved out its own specific role within the sub-region. The mix of uses, types of business and demographic profile of residents varies from place to place. This diversity is a major strength of Greater Manchester, allowing people to find the type of location that they require or desire.

9.7 The Greater Manchester Strategy sets out the ambition that all parts of Greater Manchester will be neighbourhoods of choice, with good quality affordable homes in safe and attractive communities, well served by public transport, so that the people that live in them are connected to jobs and opportunity and have access to excellent local amenities, green spaces and a high quality cultural and leisure offer. One of its ten priorities is for Greater Manchester to be an age-friendly city region. If Greater Manchester is to be genuinely inclusive then each of its places must be open to everyone, providing the type of area where people can start well, live well and age well. This will enable people to remain within or near their favoured neighbourhood, close to family and friends, as their requirements change.

9.8 High levels of development are proposed over the plan period, and much of this will be accommodated within places that already have a strong identity. A key

challenge will be to ensure that this development is fully integrated into that place, making a positive contribution rather than detracting from its coherence and character. All places will need to evolve and adapt to changes in society and technology, but it will be important that this supports improvements in their overall quality. Local distinctiveness and identity will need to be enhanced, avoiding the pitfalls of expansion seen in many other cities that have become a continuous urban area where one place is hard to distinguish from another. The unique character of its constituent towns and neighbourhoods is a key strength of Greater Manchester that must be retained.

9.9 If quality of life is to be enhanced then it will be vital to maximise the opportunities that our places offer and limit the constraints that they place on how people live. All neighbourhoods must be designed to enable residents to live healthier, happier and more fulfilling lives, with the barriers to doing so minimised as far as possible. This must include recognising and responding to the difficulties that people may face due to age, disability, illness or financial circumstances. Achieving all of this will help to ensure that all places are characterised by empowered and informed residents, workers and visitors, with a sense of ownership and high levels of societal participation and social interaction.

9.10 Greater Manchester aims to be one of the most resilient places in the world.

9.11 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.

9.12 Greater Manchester is part of the Rockefeller Foundation's 100 Resilient Cities programme (100RC)[93], 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.

9.13 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.

9.14 The Greater Manchester Community Risk Register[94] and work under the 100RC programme identify that river and surface water flooding, hazardous materials

[93] See https://www.rockefellerfoundation.org/100-resilient-cities/
[94] See https://www.gmemergencyplanning.org.uk/risks/how-we-assess-risk/community-risk-register/

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.

9.15 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. Good design need not result in additional costs, and indeed can lead to significant savings in the long-term, both for occupiers and society more generally. It can also help to increase the acceptability of development to existing residents and enhance the reputation of the developer. Relatively small design changes can make a considerable difference to the overall quality of a development, and the contribution that it makes to the success of a place. A high level of care is therefore required from developers throughout the design process. All development should achieve a high design quality, consistent with the ten characteristics set out in the National Design Guide.[95]

Policy JP-P1: Sustainable Places

We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

1. Distinctive, with a clear identity that:

    A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
    B. Enables a clear understanding of how the place has developed; and
    C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used

2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design
3. Socially inclusive:

    A. Responding to the needs of all parts of society;
    B. Enabling everyone to participate equally and independently;
    C. Providing opportunities for social contact and support; and

[95] Ministry of Housing Communities & Local Government (2019) National Design Guide

D. Promoting a sense of community

4. Resilient, capable of dealing with major environmental events
5. Adaptable, able to respond easily to varied and changing needs and technologies
6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained
7. Resource-efficient with:

   A. A low carbon footprint;
   B. Efficient use of land;
   C. Minimised use of new materials;
   D. High levels of recycling

8. Safe, including by designing out crime and terrorism, 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.
9. Supported by critical infrastructure, such as energy, water and drainage and green spaces
10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage
11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places
12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place
13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest
14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond
15. Comfortable and inviting, with indoor and outdoor environments:

   A. Offering a high level of amenity that minimises exposure to pollution; and
   B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter

16. Incorporating high quality and well managed green infrastructure and quality public realm, with:

    A. Opportunities for recreation and outdoor play for children, and interaction between the generations;
    B. Public and private spaces clearly distinguished;
    C. Development clearly defining, and promoting activity within, public spaces;
    D. High quality landscaping with schemes

17. Well-served by local shops, services and amenities, including education and health facilities

Heritage

9.16 Greater Manchester has a uniquely diverse cultural heritage represented by its rich and extensive historic and built environment, including designated and non-designated heritage assets. Its development has evolved over a period of more than 5,000 years, gradually changing from a heavily wooded landscape populated by hunter gatherers and upland camp sites, to become an overwhelmingly cleared rural landscape dotted with farmsteads. Many towns and villages of Greater Manchester can trace their origin to Saxon or Viking settlers, with their place names often reflecting distinctive landscape features or farmsteads. Today's principal towns established market and borough status from the 13th century, but it was the impact of the industrial revolution of the late 18th and 19th centuries that would transform the character, appearance and economic fortunes of Greater Manchester. This growth was based on the textile industry, particularly cotton, and facilitated by natural resources such as water and coal, technological advancement, plentiful labour and improved communications linking it to a national and global market. All of this has left a huge imprint on the landscape and contributes to our local identity and sense of place. There is a great opportunity to retain and find uses for the best of this heritage and ensure the unique urban and industrial character of Greater Manchester continues to play a part in its future growth and development.

9.17 The conservation and enhancement of the historic environment will start with the preparation and implementation of up-to-date evidence of the historic environment which will be used to help shape and inform the implementation of planning policies at a strategic and local plan level. Key sources of information include the National Heritage List for England, the Greater Manchester Historic Environment Record, Places for Everyone Heritage Topic

Paper, national and local Heritage at Risk surveys, the Greater Manchester Historic Landscape Characterisation project, the Greater Manchester Textile Mills Survey, conservation area appraisals and management plans and site-specific assessments.

Policy JP-P2: Heritage

We will proactively manage and work with partners to positively conserve, sustain and enhance our 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.

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 conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;
2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. 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.

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 at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use. 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.

Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

Culture

9.18 The industrial revolution provided fertile conditions for the creation of Greater Manchester as the birthplace of revolutionary ideas that have had a profound impact on lives all around the world. The Co-operative movement was founded in Rochdale, the Suffragette Movement was born in Manchester and Salford Museum and Art Gallery was the UK's first free public library and museum. The Greater Manchester Culture Strategy highlights the importance of a diverse mix of creative and independent businesses to the vibrancy, prosperity and distinctiveness of our places. We are rightly proud of our rich cultural heritage and thriving cultural sector, from grass-roots community and heritage groups to internationally significant cultural organisations and cutting-edge digital festivals. Greater Manchester has a diverse and distinctive offer which preserve and tell our stories, to ensure that Greater Manchester remains exciting, forward thinking and relevant.

9.19 In Greater Manchester alone, the Visitor Economy is worth £2.6bn GVA per year and supports 105,000 jobs and the Creative Industries are worth £4.4bn GVA per year and support 78,500 jobs. These sectors also play a vital role in our international reputation and contribute to the overall wellbeing of communities and the quality of life of our residents. Our city region is home to a diverse range of venues and organisations who bring life to our high streets and town and city centres and attract visitors from all around the world.

9.20 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.

9.21 Many of Greater Manchester's cultural assets are located in mixed use areas with sensitive uses in close proximity, including existing and proposed residential development. The 'agent of change' principle will be crucial to the ongoing viability of some of our cultural assets and will help to ensure that mixed-use areas function successfully.

Policy JP-P3: Cultural Facilities

We will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures, where appropriate, including:

1. Protecting existing heritage, cultural and community venues, facilities and uses;
2. Supporting the development of new cultural venues in town centres and places with good public transport connectivity;
3. Promoting new, or enhancing existing, locally-distinct clusters of cultural facilities, especially where they can provide an anchor for local regeneration and town centre renewal;
4. Identifying, protecting and enhancing strategic clusters of cultural attractions;
5. Considering the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities during the day and at night-time to stimulate vibrancy and viability and promote diversity in town centres;
6. Maximising opportunities for redundant heritage assets and the role they can play in economic and social well-being;
7. Considering the identification of 'Creative Improvement Districts' where there is evidence that the identification will enhance the local economy and provide facilities and workspace for the creative industries; and
8. Supporting a mix of uses which derive mutual benefits from, and do not compromise, the creative industries and cultural facilities in the Creative Improvement District in line with the Agent of Change principle. If development would potentially result in conflict between a cultural activity and another use, especially in terms of noise, then the development responsible for the change must secure the implementation of appropriate mitigation before it is completed.

Retail and Leisure

9.22 Varied and high-quality retail, leisure and cultural facilities are vital to providing the quality of life that will help to attract people to live in Greater Manchester and in contributing to inclusive places. Such facilities are also a key part of the overall tourism function of Greater Manchester, drawing visitors to the area. A diverse range of town centres and local centres of varying sizes and character provide more local facilities, with some having quite extensive catchments extending into surrounding districts whilst others serve a very local market but are nevertheless essential for residents.

9.23 Our town centres are at the heart of our communities. They are some of our most well-connected places and have been a focus for walking, cycling and public transport investment over many years. But they are facing serious challenges. The growth of internet shopping and large out-of-town retailers has squeezed many town centres. The UK has high level of internet shopping with 18.0% of all retail sales now taking place online.[96] There has been a 19.9% growth in online retailing in just 12 months.[97] The implications of the Covid 19 pandemic may accelerate these trends.

9.24 We must help our town centres adapt to changing markets and build on their strengths. In this context, despite the significant increase in the resident, working and visiting populations set out in this plan, it is anticipated that most of the demand for new retail and leisure floorspace can be accommodated within existing centres.

9.25 In accordance with national planning policy, it is appropriate for retail and leisure facilities to be directed towards designated centres wherever possible. This will help to maintain the vitality and viability of those centres, and their continued ability to meet the needs of residents. Although they are significant in terms of their size and function, the Trafford Centre and Middlebrook Retail and Leisure Park are not designated centres and will continue to be treated as out-of-centre locations.

[96] Office for National Statistics (June 2018) Retail sales, Great Britain: May 2018
[97] Office for National Statistics (June 2018) Retail sales, Great Britain: May 2018

Policy JP-P4: New Retail and Leisure Uses in Town Centres

The upper levels of the hierarchy of centres for retail and leisure uses will be maintained and enhanced. These 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)
8. Wigan (Wigan)

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.

Education, Skills and Knowledge

9.26 Economic growth and the success of cities are increasingly reliant on the creation and application of knowledge. It is the places with an excellent supply and broad range of skills that will be best-placed to attract investment and jobs, and which will be most able to cope with the long-term challenges of growing automation and globalisation and thereby reduce levels of deprivation.

9.27 Knowledge is a fundamental component of personal freedom and social inclusion, enabling people to take advantage of opportunities and expanding the choices available to them. The aim of ensuring that everyone can contribute to, and benefit from, economic growth can only be achieved if residents have the necessary skills. As technological advances accelerate, learning throughout life will become even more important.

9.28 Greater Manchester has a proud history of being a forward-thinking city region, having been at the global forefront of technological and transport innovations during the industrial revolution, leading the development of

computing through the work of Alan Turing, and more recently discovering and identifying multiple applications for the ground-breaking two-dimensional material graphene. This work continues, but many residents find it difficult to access the opportunities available within Greater Manchester due to poor levels of educational attainment and skills training. Widening access to knowledge for all residents is therefore vital and will need to respond to the training needs associated with new technological advances.

9.29 The huge extent of university activity is one of the greatest strengths of Greater Manchester, helping to differentiate it from many of its international competitors. With over 100,000 students attending its universities, Greater Manchester has one of the largest concentrations of students in Europe, and an enormous supply of new graduates across a wide range of subjects each year who can help to drive future economic growth. The largest concentration of research activity is within Corridor Manchester in the City Centre, which has the largest single-site clinical-academic campus in Europe. The universities will be a vital component of developing Greater Manchester as a globally important city region.

9.30 Until 2010, Greater Manchester was seeing a reduction in the number of school-age children, and this trend is set to continue with a projected decrease of 5% up to 2039. The future pattern of change will be influenced by the type and location of new housing as well as the relative attractiveness of existing neighbourhoods to families with children. Ensuring that there are sufficient school places in the right locations and at the right times to meet the needs of existing and new residents will be a key challenge and priority.

9.31 Other policies in this Plan contribute to the development and application of the sub-region's knowledge base, including by:

- Increasing the supply of high-quality housing in a more diverse range of locations to attract and retain greater numbers of skilled workers;
- Improving transport links to locations across the North of England in order to maximise the ability to draw on skills from outside Greater Manchester;
- Providing a wide range of sites and premises capable of attracting knowledge-intensive businesses;
- Promoting training opportunities through new developments; and
- Facilitating the delivery of high quality digital and other infrastructure, thereby enabling residents and businesses to access knowledge and opportunities.

Policy JP-P5: Education, Skills and Knowledge

Significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by:

1. Enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities;
2. Ensuring the delivery of sufficient school places to respond to the demands from new housing, such as through:
    a. Working with education providers to forecast likely changes in the demand for school places; and
    b. Where appropriate, requiring housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate;
3. Supporting the continued growth and success of the university sector, such as through:
    a. Enhancing the existing campuses and developing new ones;
    b. Strengthening the world-leading research capabilities and promoting opportunities for business spin-offs; and
    c. Continuing to help develop Greater Manchester as the UK's best destination for students.

Health

9.32 Good health is one of the key determinants of quality of life. As well as being of great importance in its own right, it also has a significant impact on the ability of people to enjoy the immense range of opportunities across Greater Manchester and to make a positive economic contribution.

9.33 Healthy life expectancy in Greater Manchester is currently three to four years below the national average for men and women. There are considerable inequalities of health outcomes within Greater Manchester, with average life expectancy in the least deprived areas being more than a decade longer than in the most deprived areas. The high prevalence of long-term conditions, such as cardiovascular and respiratory disease, means that Greater Manchester residents can expect to experience poor health at a younger age than in other parts of the country. Obesity, smoking and alcohol are all significant issues.

An increase in the proportion of older people will be expected to exacerbate health pressures, although this is less of an issue than in many other parts of the UK.

9.34 In April 2016, Greater Manchester became the first region in the country to take control of its combined health and social care budgets, a sum of more than £6 billion. Additionally, in 2017 Greater Manchester took on public health responsibilities alongside the ten local authorities.[98] The Health and Social Care Act 2012 has given local authorities a core responsibility for public health, joining up local health policy with all other areas of work. As part of this, a key aim is to better integrate health and social care services including wider community health services.

9.35 Greater Manchester has a wide range of attributes and enormous potential, but its long-term prospects will be contingent on delivering major improvements in public health. It cannot be considered a success unless existing health inequalities are addressed. The Greater Manchester Population Health Plan (2017-21) sets out Greater Manchester Health and Social Care Partnerships approach to delivering a radical upgrade in population health across the city region.

9.36 This will require a diverse range of coordinated measures, many of which lie outside the scope of this plan, but it will be vital that the positive contribution of this Plan is maximised as far as possible. As a result, the overall strategy and many of the policies and proposals in other parts of the plan will support improvements in health and wellbeing, and reductions in health inequalities, such as by:

- Promoting a successful economy for Greater Manchester, where everyone is able to share in the benefits of growth, given that household income is a key determinant of good health;
- Increasing the supply of high quality and affordable homes that meet minimum size and 'accessible and adaptable' standards, as set out in Part M4 (2) of the Building Regulations for new housing, helping to ensure that everyone has a decent place to live;
- Enabling people to adopt healthier lifestyles, including through the development of a high-quality green infrastructure network throughout Greater Manchester, encouraging the provision of a wide range of recreation and sports facilities, including food growing opportunities, and supporting an increase in the proportion of trips that are made by walking and cycling; and

[98] The Greater Manchester Combined Authority (Public Health Functions) Order 2017

- Reducing the risks to human health, including through taking an integrated catchment-based approach to addressing flood risk, reducing levels of air pollution, providing cooling and shading to combat high temperatures, promoting high levels of fire safety, and designing places to minimise opportunities for crime, terrorism and anti-social behaviour.

9.37 The submission of Health Impact Assessments for development proposals will help ensure that the effects of development on both health and wellbeing are considered and responded to during the planning process. Health Impact Assessments should aim to enhance the potential positive aspects of a proposal while avoiding or minimising any negative impacts, with particular emphasis on disadvantaged sections of communities that may be affected.

Policy JP-P6: Health

To help tackle health inequality new development will be required, as far as practicable, to:

A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;
B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and
C. Be supported by a Health Impact Assessment for all developments which require to be screened for 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.

Improvements in health facilities will be supported, responding to the changing needs and demands of both existing and new residents, including through:

1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate;
2. Enabling the continued enhancement and successful operation of our hospitals; and
3. Facilitating greater integration of health and social care, and the provision of integrated wellness hubs, including the co-location of health, community and wellness services.

Sport and Recreation

9.38 Our goal is to positively change the lives of people across Greater Manchester through physical activity and sports. Greater Manchester has an international reputation for sporting excellence. Manchester's global name recognition is perhaps seen most prominently in terms of its two major football clubs, Manchester United and Manchester City, but the sporting significance of Greater Manchester is far broader than this, being the home of numerous professional clubs, the hugely successful British Cycling, and the National Football Museum, and it has hosted a wide range of international sporting events from the 2002 Commonwealth Games to the Rugby League World Cup Final.

9.39 Sports participation in Greater Manchester is slightly lower than the national average. 72.9% of adults in Greater Manchester (16+) were 'active' or fairly 'active' as of May 2018. This represents an increase of 0.5 percentage points compared to May 2017 but is 1.9 percentage points below the England average. Nationally, there is a major problem of inactivity amongst younger people, with only 32% of 5–15-year-olds being defined as active, and just 9% of 2–4-year-olds.[99]

9.40 The Greater Manchester Strategy highlights that an active life can reduce anxiety, lift mood, reduce stress, promote clearer thinking and a greater sense of calm, increase self-esteem, and reduce the risk of depression. More generally, sport and recreation can be a major contributor to quality of life, and hence access to such opportunities is an important element of social inclusion.

9.41 Through the Greater Manchester moving programme we are helping people of all ages to be more active and to live well. The availability of sport and recreation opportunities is strongly linked to the provision of green infrastructure and urban green space. However, the good design of places more generally can enable recreation to be integrated more easily into everyday life, particularly for children. One of the ambitions of the Greater Manchester Strategy is that the sub-region will be at the leading edge of providing our children with excellent places to play, develop and learn.[100] Play is essential to children's development, enabling them to learn, socialise, gain independence and make sense of the world, and has long-term benefits for health through to old age.

9.42 Ensuring the continued availability of, and easy access to, a high-quality range of sport and recreation facilities, would therefore help to achieve key objectives such as improving the health of residents, and making Greater

[99] Health Survey for England, 2015
[100] GMCA (October 2017) Our people our place: The Greater Manchester Strategy, p.21

Manchester a more attractive place to live and visit. The appropriate level of provision will often depend on local circumstances such as the type and scale of demand, and the availability of suitable land. Consequently, where appropriate, standards for access to some recreation facilities such as parks and allotments will be set by individual local authorities and set out in Local Plans. The provision of sports facilities will be determined by individual local authorities through an evidence based rather than standards based approach.

9.43 An important component for the overall strategy for green infrastructure, and to key locations such as the uplands, lowland wetlands, and river valleys and canals, is to improve public access to good recreational opportunities, including food growing opportunities, in a manner compatible with other green infrastructure functions. This will help to reconnect people to nature as well as improving health and wellbeing.

Policy JP-P7: Sport and Recreation

A network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by:

1. Creating a public realm that provides frequent opportunities for play and that all ages can enjoy together;
2. 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;
3. Requiring new development to provide new and/or improved existing facilities commensurate with the demand they would generate. The provision of sports facilities will be determined by individual local authorities through an evidence based approach;
4. Locating and designing recreation facilities in relation to housing so as to ensure that they are accessible but also minimise the potential for complaints due to disturbance to residential amenity from recreational activity;
5. Protecting and enhancing the public rights of way network, including to:

    a. Provide safe and attractive routes to sports and recreation facilities;
    b. Improve access to, and connections between different parts of, the green infrastructure network across Greater Manchester and beyond;
    c. Expand the network of strategic recreation routes offering longer distance opportunities for walking, cycling and horse-riding;
    d. Provide everyday options for green travel;

6. 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;
7. Enabling the continued development of major sports facilities and events, which can further enhance Greater Manchester's international sporting reputation.

Blank page

Connected Places



An Integrated Network

10.1 One of the Greater Manchester Strategy's ten priorities is to deliver an integrated network with world-class connectivity that keeps Greater Manchester moving and that drives prosperity whilst protecting the environment, improving air quality and transitioning to a zero carbon future.

10.2 Good connections permeate all aspects of life in the Plan area. Businesses need to connect with skilled workers, suppliers and markets. Residents need to be connected with jobs, products, services and their friends, families and communities. Tourists need to be able to reach our city-region from all around the world and to be able to visit our attractions. Strong, integrated connections are therefore needed at all levels: neighbourhood, city-wide, regionally, nationally and internationally.

10.3 Historically, connectivity has been primarily about transport, but increasingly digital connectivity is fundamental to our lives, enabling us to connect with people irrespective of location, and to access an unparalleled range of learning, employment and retail opportunities.

10.4 As part of Greater Manchester, our boroughs are already highly connected places. At the international level, Manchester Airport offers direct flights to over 200 destinations worldwide, and the Manchester Ship Canal and M58/M62 provide freight connections to the deep-water facilities at the Port of Liverpool. Nationally, London is just two hours away by train and Greater Manchester is at the heart of the national motorway network. More locally, Greater Manchester has extensive local rail connections complemented by Metrolink, the largest light rail network - in terms of route KMs - in the UK, which is continuing to be expanded.[101]

10.5 However, there are significant barriers as well. As with the rest of the UK, Greater Manchester's high-speed broadband coverage has fallen behind international competitors: only 4% of Greater Manchester has full fibre to the premises (FFTP) connectivity.[102] Traffic congestion affects many key highways and, in 'A Congestion Deal for Greater Manchester', it is estimated to cost city-region businesses £1.3bn each year.[103]

10.6 Public transport suffers from a lack of capacity on key routes and with poor reliability. Although many parts of the Plan area have good public transport,

---

101 Department for Transport (2018) Statistical data set: Light rail and tram statistics - LRT0203

102 Greater Manchester Combined Authority (2018) The Greater Manchester Digital Strategy 2018-2020, paragraph 7.1

103 Mayor of Greater Manchester, GMCA and Transport for Greater Manchester (March 2018) A Congestion Deal for Greater Manchester, p.3

there remain areas that are poorly served and others that are not connected at all. Despite a few exemplar schemes, the quality and extent of cycling infrastructure is limited, which means relatively few people choose to travel by bike.

10.7 In July 2019 the Greater Manchester Combined Authority (GMCA) declared a climate emergency. As part of this declaration, GMCA noted the findings of the International Panel on Climate Change (IPCC) report "Global warming of 1.5^{0}C", in particular:

- That human activities are estimated to have already caused approximately 1.0^{0}C of global warming.
- That if we continue at the current rate, we are likely to surpass the Paris Agreement target of 1.5°C as early as 2030; and
- That at the current level of commitments, the world is on course for 3°C of warming with irreversible and catastrophic consequences for humans and the natural world.

10.8 Achieving Greater Manchester's carbon targets will require substantial reductions in carbon emissions from transport which this Plan supports. The Greater Manchester Strategy sets out a future for Greater Manchester as a place where people live healthy lives, and a place that is at the forefront of action on climate change. Building on this, the 5-year Environment Plan for Greater Manchester sets an ambitious target to be carbon neutral by 2038. Although these targets are in the future, action must be taken now if we are to make them a reality, and significant reductions in carbon emissions from transport are vital in achieving these ambitions.

10.9 Whilst other sectors have achieved significant carbon reductions, surface transport emissions (i.e. not including aviation) have barely fallen in the UK. In 2017, transport emissions had reduced by just 3% on 1990 levels (road transport emissions have in fact increased 6%). In 2017, transport overtook energy as the sector emitting the largest amount of CO2. Overall, transport now accounts for 27% of UK greenhouse gas emissions, with the vast majority deriving from petrol- or diesel-fuelled road transport. We know, from 2018 UK Greenhouse Gas Emissions Final Figures, that Greater Manchester's CO2 emissions have broadly reflected the national trend described above.[104]

10.10 The GM 5-year Environment Plan sets out five specific decarbonisation priorities for transport that will contribute most significantly to reducing carbon emissions and which align with the Greater Manchester Transport Strategy 2040 refresh. These are:

---

[104] BEIS, 2018 UK Greenhouse Gas Emissions, Final Figures p.12, p.14

- Increasing use of public transport and active travel modes;
- Phasing out fossil-fuelled private vehicles and replacing with zero emission alternatives;
- Tackling the most polluting vehicles on our roads;
- Establishing a zero-emission bus fleet; and
- Decarbonising road freight and shifting more freight movement to rail and water.

10.11 Resilience is another key issue across the transport network. The network frequently suffers disproportionately from relatively small failures, such as when a delayed train causes disruption across the rail network, or when a single traffic accident causes congestion across the city-region's motorways. The long-term threat from climate change on transport infrastructure is also an issue, with extreme temperatures causing maintenance problems and other extreme weather – such as flooding, ice and snow – causing major disruption and dangerous travel conditions.

10.12 Traffic is a major contributor to poor air quality. It is estimated that approximately 5% of deaths each year in Greater Manchester are attributable to particulate air pollution, equating to approximately 1,200 early deaths each year due to illnesses linked to air pollution.[105] Poor air quality can have long term health impacts on all and immediate effects on the most vulnerable in our society; the youngest, the oldest, those living in areas of deprivation and those with existing respiratory or cardiovascular disease are the most likely to develop symptoms due to exposure to air pollution. Air pollution also makes our towns and cities less pleasant places to live. The Greater Manchester Low Emissions Strategy states that road transport contributes to over 65% of emissions of nitrogen oxides and 79% of fine particulates at the roadside in the city-region[106], severely reducing air quality around many major roads.

10.13 In 2016 the 10 GM authorities declared a single Air Quality Management Area, based on a precautionary level of 35µg/m3 rather than the legal limit of 40µg/m3.

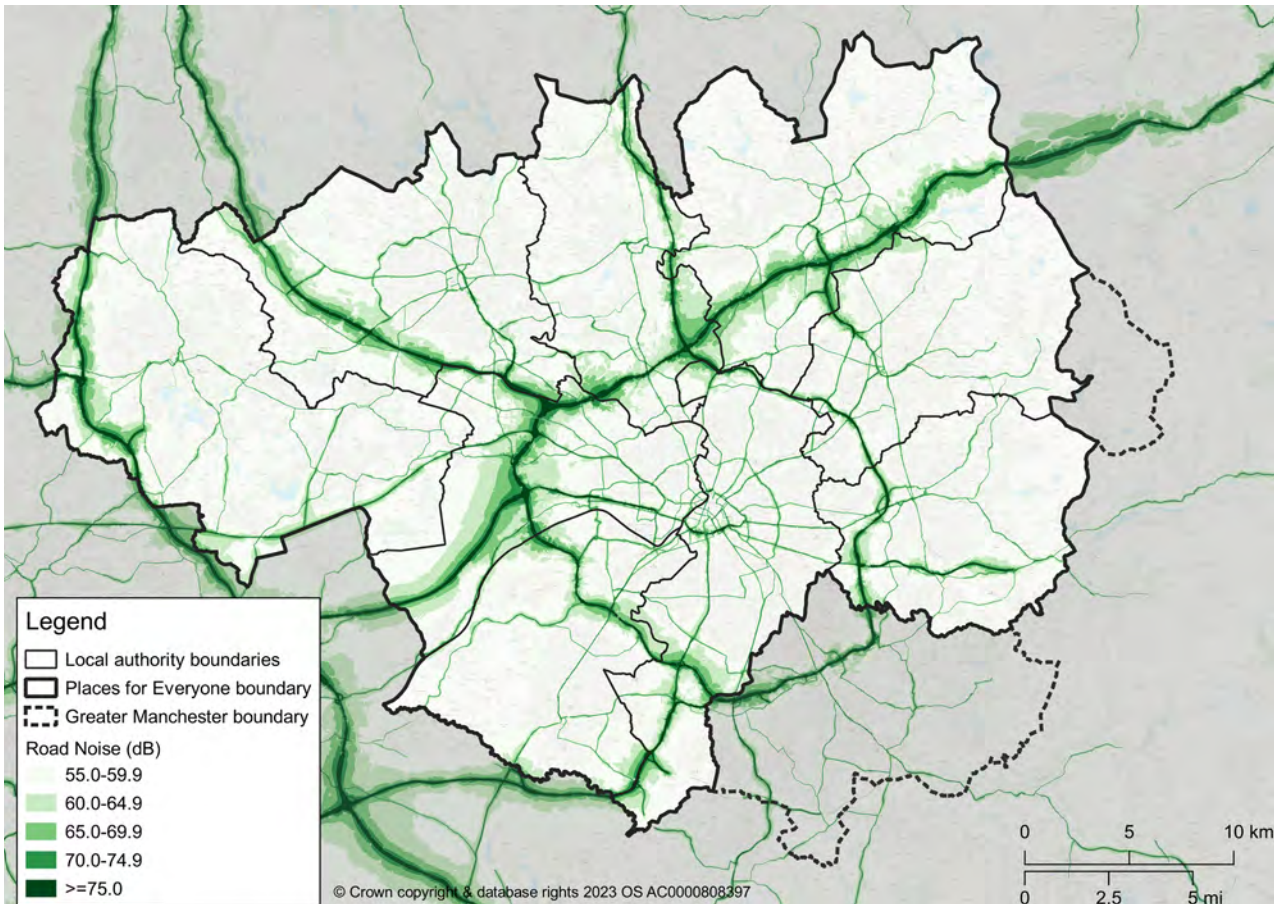
10.14 The 10 GM authorities are currently developing a Clean Air Plan, to accelerate compliance with the legal limit for Nitrogen dioxide and to protect and promote the health of its population and the environment.

---

105 Public Health England, Public Health Outcome Framework, 2016

106 Greater Manchester Combined Authority and Transport for Greater Manchester (December 2016) Greater Manchester Low-Emission Strategy, page 9, 2014 EMIGMA data.

Figure 10.1 Exposure to Environmental Noise Major Roads DEFRA 2017



10.15 The areas with the highest levels of noise pollution are heavily concentrated around transport infrastructure, particularly the motorway network. The amount of noise created is affected by speed, type of vehicle, in addition to tyre and road composition.

10.16 Although road casualties in Greater Manchester have reduced by around 75% in the past 20 years, DSD Report 1911: 'Reported Road Casualty Statistics Greater Manchester' shows that there are still over 650 people killed or seriously injured on the city-region's roads each year, half of them pedestrians or cyclists.[107]

10.17 Analysis by Transport for Greater Manchester, in 'A Congestion Deal for Greater Manchester', suggests that population growth could lead to over 800,000 extra residential trips each day on Greater Manchester's transport networks[108],

---

107 Transport for Greater Manchester (2017) DSD Report 1911: Reported Road Casualty Statistics Greater Manchester 2016: District Tabulations

108 Mayor of Greater Manchester, GMCA and Transport for Greater Manchester (March 2018) A Congestion Deal for Greater Manchester, p.2

and there will be an increase in trips into Greater Manchester from growth in neighbouring areas.

10.18 In recent years, there has been a significant reduction in inbound car trips to the city centre in the morning peak, from 32,000 in 2002 to 22,600 in 2019[109], reflecting, among other factors: the rapid expansion of the Metrolink system, a doubling of rail patronage, the success of the LSM Busway, and reductions in capacity on radial routes to provide additional bus, cycle and pedestrian priority.

10.19 The GM Travel Diary Survey (GM TRADS (2017-2019)) shows that, in the Plan area, around 32% of households do not own or have access to a car. However, the proportion of households with two or more cars is now at its highest ever at 23.7%. Car use is highest in Tameside (71%) and lowest in Manchester (38%), as a percentage of all journeys (as either driver or passenger).[110]

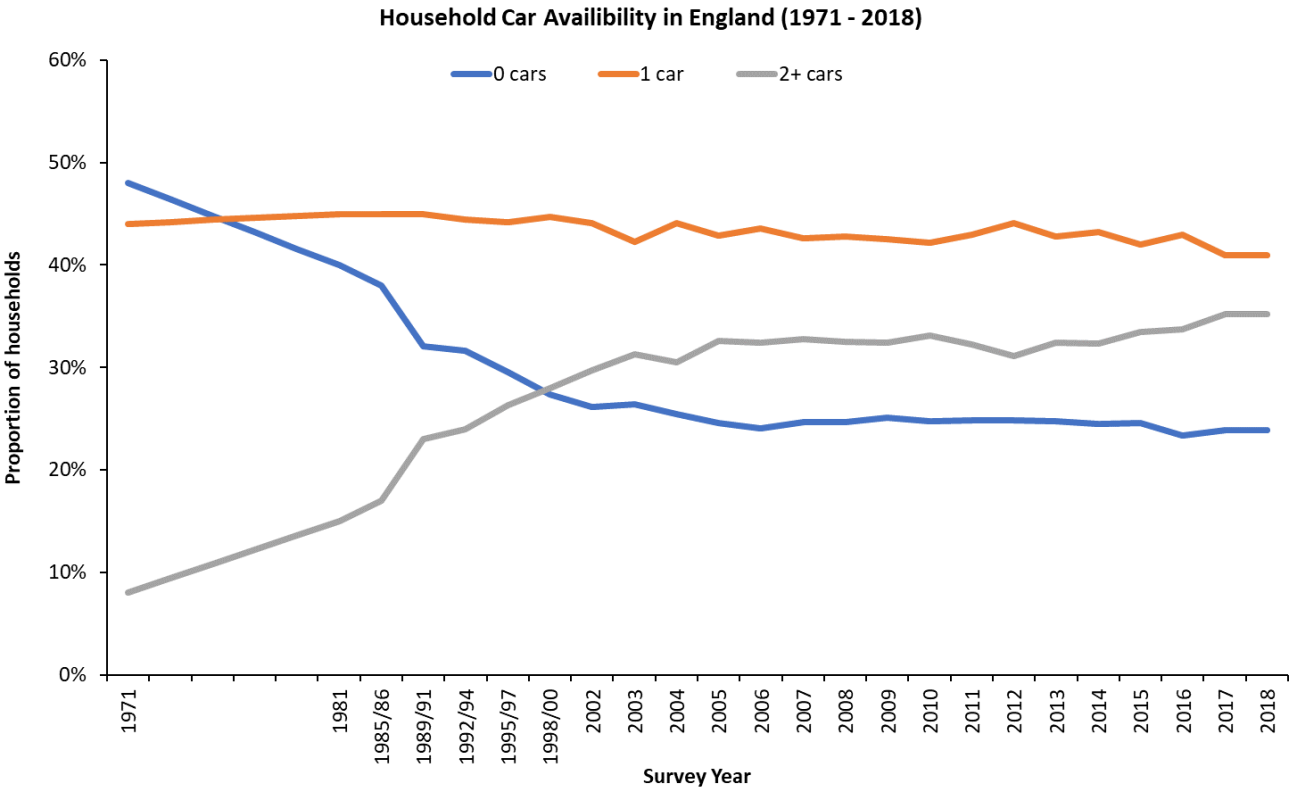
10.20 There is evidence that younger adults (17-29 year olds) are driving less now than in the early 1990s, with this change being driven by factors such as increased city centre living, cultural changes, lower employment rates, less disposable income and a decline in home ownership. One report that suggests a return to previous levels of car use is not expected is entitled 'Young People's Travel - What's Changed and Why? Review and Analysis'.[111] This may be accentuated in the future by an increasing 'sharing economy', as seen in initiatives such as car clubs, ridesharing, and bike hire schemes.

[109] Transport for Greater Manchester (2020) Highways Forecasting and Analytical Services: SRAD Report 2024 Transport Statistics Manchester 2018-19

[110] Transport for Greater Manchester, TRADS (2015-2017), not published

[111] Centre for Transport and Society (UWE, Bristol) and Transport Studies Unit (University of Oxford) (January 2018) Young People's Travel – What's Changed and Why? Review and Analysis

Figure 10.2 National Travel Survey 2018, Table NTS0205



10.21 In contrast, the rapid rise in digital demand seems likely to continue, with more services being delivered digitally and ever-increasing data transfers requiring faster, higher-capacity broadband and mobile connections. As the Plan area becomes 'smarter' – utilising data to deliver services more swiftly and efficiently and adopting innovation such as connected and autonomous vehicles, artificial intelligence and the Internet of Things (where an increasing range of everyday devices are connected, monitored and operated via the internet) – travel patterns will change and digital will increase in importance. As stated in Our People, Our Place: The Greater Manchester Strategy, it is ultimately our ambition for the city-region to be the UK's leading digital city and one of Europe's top five.[112]

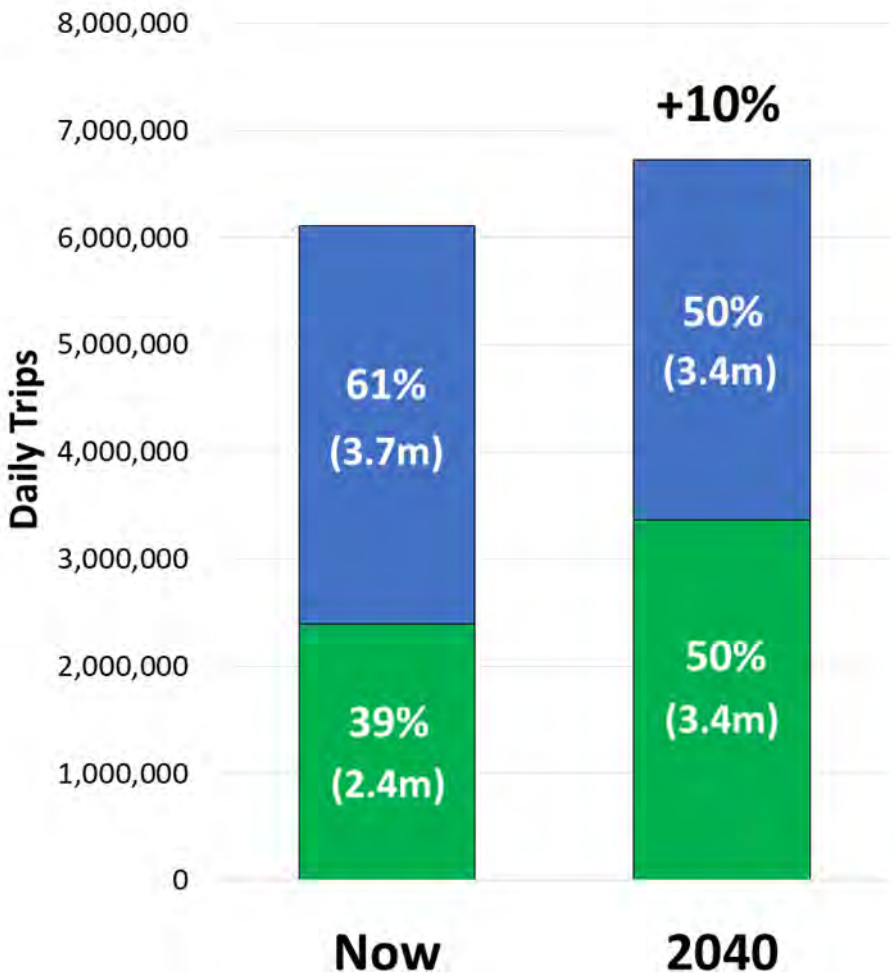
10.22 Our challenge is therefore to provide outstanding connectivity that supports low carbon economic growth and greater levels of social inclusion. It must also accommodate the forecast increase in demand for travel, while minimising the adverse environmental and quality of life impacts.

[112] Greater Manchester Combined Authority (October 2017) Our people our place: The Greater Manchester Strategy, paragraphs 2.2, 7.1, and 7.13

10.23 A fundamental aspect of this will be minimising the need to travel, which will help reduce the pressure on transport systems. This will be achieved by creating local neighbourhoods where people can live, work and access services and shops, alongside behavioural change, such as mode shift, flexible and home working.

10.24 A massive change in people's travel behaviour is needed so that walking and cycling become the natural choice for short journeys and public transport for longer trips. This will help to support more active lifestyles, which in turn will promote good health. It will also address some of the negative impacts of a high-level of car use, such as traffic congestion, air pollution, greenhouse gas emissions, noise pollution and poorer quality places.

Figure 10.3 Change in daily trips (2017 to 2040)



10.25 The vision for 2040 is for half of all daily trips in Greater Manchester to be made by public transport, cycling and walking. This will mean a million more trips each day using sustainable and active modes of travel. Our analysis suggests that achieving this will enable us to deliver our economic growth ambitions without increasing overall motor-vehicle traffic in Greater Manchester.

10.26 The Greater Manchester Transport Strategy 2040 refresh[113] outlines how significant investment in sustainable modes of transport will be essential to achieving this vision. The Strategy is supported by Our Five Year Transport Delivery Plan[114] that sets out the immediate and longer term programme for transport interventions needed to support sustainable growth. Our Five Year Transport Delivery Plan will also be used to incorporate the strategic transport interventions needed for the PfE allocations into Greater Manchester's wider programme and funding requirements. Our Five Year Transport Delivery Plan is the framework for transport investment, across Greater Manchester, required to support growth throughout the Plan period and as such should be read alongside this chapter.

10.27 We will continue to invest in a wide range of initiatives intended to ensure that the transport system as a whole works more effectively, to reduce carbon and create cleaner air as well as to eliminate barriers to travel and proactively respond to changing transport innovations, including:

- The Clean Air Plan, a package of interventions that are reasonably expected to reduce NO2 concentrations to legal levels and have wider air quality benefits;
- Carbon Reduction measures that support the 5 Year Environment Plan and the long-term environmental ambition for carbon neutrality by 2038;
- The roll-out and mainstreaming of innovation and future mobility technologies;
- Further phases of Greater Manchester's smart ticketing initiative;
- Targeted behaviour change activities through established programmes;
- 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.

---

113 GMCA (2017) Greater Manchester Transport Strategy 2040

114 Visit http://www.tfgm.com/2040 for the latest version of the Greater Manchester Transport Strategy 2040 Delivery Plan

10.28 Central Government funding and support from developers, will be essential for the delivery of some of these transport interventions. New developments will also help generate the demand for transport services that will make new investment viable.

Policy JP-C1: An Integrated Network

In order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, we will support a range of measures, including:

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
2. Enabling the provision of high quality digital infrastructure;
3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:

    - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
    - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
    - provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.

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 hierarchy set out below (highest priority first):

    a. Pedestrians (and people using mobility aids);
    b. Cyclists, powered two-wheelers, and public transport users;
    c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
    d. People in personal motorised vehicles

6. Developing local transport industry skills and education to ensure the right skills are available into the future.

Digital Connectivity

10.29 Digital connections are increasingly important to every aspect of our lives, from socialising and shopping to learning, business and accessing essential services. They enable us to connect to people on the other side of the world as easily as on the same street. As these connections open up a range of opportunities it is important everyone can access them so that they can fully participate in society and our economy.

10.30 Any truly global city will need to have widespread, affordable, reliable, secure and future-proofed digital infrastructure that provides a competitive edge for businesses and supports high-levels of social inclusion. This will be essential to capitalise on new innovations, such as artificial intelligence, the Internet of Things and connected and autonomous vehicles. Big data will also enable the city-region to be managed more effectively. By facilitating more home-working, good digital infrastructure can also help reduce the need for travel and therefore help reduce carbon emissions, traffic congestion and air pollution.

10.31 Digital connections will be imperative to the design, development and delivery of future services in the context of an expanding global city. Such services may include heat, energy, utilities and mobility.

10.32 In order to achieve its ambition to be the UK's leading digital city and in the top five in Europe[115] it is fundamental for all parts of the city-region to have access to world-class digital connections at an affordable price. The Plan area already has a vibrant digital economy, with particular strengths in key economic sectors such as the creative industries, health innovation, and advanced manufacturing and materials. However, the area suffers from similar problems to many other parts of the country in terms of limited roll-out of full fibre broadband, uneven access to affordable digital connections, and limited access to mobile networks, especially in rural areas. The Plan area is covered by Greater Manchester's current strategy for becoming a Digital city-region as set out in the Greater Manchester Digital Strategy 2018-2020.

10.33 Improving digital infrastructure and ensuring that new development is connected to it is therefore a high priority. The development industry has a significant role in enabling this priority, as well as benefiting from it. It will be important to accelerate the delivery of full fibre gigabit-capable networks and to be at the forefront of the roll-out of next generation mobile technology. Recent decades have shown the speed with which digital technology evolves, with a new generation of mobile technology being introduced around every ten years. The digital infrastructure will therefore need to adapt and evolve throughout the Plan period.

---

115 GMCA (October 2017) Our people our place: The Greater Manchester Strategy, paragraph 7.13

Policy JP-C2: Digital Connectivity

We support the provision of affordable, high quality, digital infrastructure.

In making decisions we will support a range of measures, including:

1. Enabling the roll-out of latest generation mobile technology and full fibre to the premises connectivity, in a way that maximises coverage whilst protecting townscape quality and ensuring an ability to respond to updated/ changing technology;
2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties and
3. Facilitating the provision of free, secure, high speed public wi-fi connections, particularly in the most frequented areas.

Public Transport

10.34 If Greater Manchester's overall vision is to be achieved then there will have to be an increase in the use of public transport, particularly for medium and longer-distance trips.

10.35 One of the main factors supporting a growth in public transport services and usage is population density. The more people that live in an area the greater the potential for more frequent, affordable and accessible public transport. As such, the policies elsewhere in the Plan encourage concentrated regeneration and development that have the potential to increase the attraction and availability of public transport.

10.36 It will be vital to deliver a comprehensive and integrated public transport network, which enables people to change between different services and make a much wider range of trips than just those to and from Manchester city centre. This will be important if the public transport system is to respond to the needs and complexities of people's travel demands and provide a genuine alternative to the car. It will also be vital that the public transport network is fully integrated with the walking and cycling network, so that people can easily access it without driving.

10.37 The public transport network plays a vital role in tacking congestion and providing access to work, leisure and other destinations. Increasing usage of

public transport is key to achieving our right mix objectives of zero net growth in motor vehicle traffic. An ambitious programme of investment to improve and extend the reach of public transport is set out in Our Five Year Transport Delivery Plan. This includes interventions that are committed for delivery in the next five years, and interventions that currently require further development in the next five years and beyond.

10.38 We aim to invest in the bus and highway network to reverse the decline in bus patronage and increase bus use by measures including:

- Development of Quality Bus Transit Corridors through whole-route upgrades of key bus routes and Bus Corridor Upgrades focused on delivering improvements to bus journey time and reliability;
- Development of Bus Rapid Transit (BRT) links for longer and middle-distance journeys;
- New multi-modal interchanges;
- Development of new bus services; and
- Enhancement of our Ring and Ride offer.

10.39 We plan to build on the success of Metrolink through measures to improve reliability, capacity and customer experience including:

- New stops / travel hubs on the Metrolink network;
- New Metrolink connections, including exploring the feasibility of Tram-Train;
- Renewing the Metrolink fleet assets providing more trams and expanding Tram Management Systems to increase capacity and resilience; and
- A City Centre Metro Tunnel.

10.40 Working with rail industry partners, we plan to deliver a number of key priorities and continue work on long term, large scale projects that will improve the reliability, capacity and customer experience of rail travel, including:

- Central Manchester / Castlefield Corridor capacity expansion;
- A programme of rail improvements on key rail corridors including further electrification to address capacity issues and reduce the carbon footprint and air quality impact of rail operations;
- Station enhancements including access for all and platform lengthening;
- New stations; and
- NPR (Northern Powerhouse Rail) including growth strategies.

10.41 Additionally, we will work with our rail partners to help to ensure that sufficient stabling and depot facilities are available to improve network resilience. Where appropriate we will work with adjacent local authorities to improve rail connectivity into/within Greater Manchester where schemes will have benefits for GM residents, for example the proposed rail link at Skelmersdale, west of Wigan.

10.42 Improved access to Metrolink, Bus Rapid Transit stops and Rail stations through the provision of Travel Hubs that expand the catchment of rapid transit (by facilitating the "first and last mile" of a trip) and Park and Ride facilities, may also be required to enable those more distant from public transport to access the network. Shared services (such as car clubs and bike hire), demand-responsive services such as Local Link and taxis, and electrification of both private and shared vehicles with appropriate Ultra Low Emission Vehicle (ULEV) charging infrastructure, are also likely to play an important role.

10.43 This will all require an enormous amount of additional investment in infrastructure and services, and in supporting initiatives such as integrated smart ticketing, reform of the bus market and rail refranchising. Careful prioritisation of investment will be needed to ensure that maximum benefit is delivered from the available public and private funding. Even with a major increase in investment, there will still be some locations that are not particularly well-served by public transport. It will be important to ensure that options are available that enable people to make the trips that they need to without, owning or having access to a car.

10.44 The complexity of the public transport network, coupled with the scale of investment needed, means that it is not possible at this stage to identify all the interventions needed. Further work will be required throughout the Plan period to identify and deliver new routes and services that function effectively as part of the overall network. The new routes and services will be influenced by development and, as they are delivered, they will influence new development in turn.

10.45 The scale and lead-in times for the more significant public transport infrastructure, such as a potential city centre tunnel, will mean that construction may only begin towards the end of the plan period and completion may be beyond 2039.

Northern Powerhouse Rail (NPR)

10.46 The proposals for "Northern Powerhouse Rail / NPR" are still being progressed as new and improved services through "Network North" and are anticipated to include new stations at both Piccadilly Station and at Manchester Airport. Improved public transport between Greater Manchester and other cities will help reduce long-distance car use, support business, and open-up a wider range of employment and leisure opportunities for residents. Delivery of Northern Powerhouse Rail will put Greater Manchester at the heart of a new high-quality rail network with improved connections to and from Greater Manchester.

10.47 Proposals for NPR will consolidate further the position of Greater Manchester as one of the most connected areas in the UK and will support existing businesses, inward investment and job creation. We support the economic benefits of NPR but we will seek to ensure that any negative impacts on our communities and natural environment are kept to a minimum.

10.48 Safeguarding Directions require local planning authorities to consult HS2 Ltd on all relevant planning applications within the safeguarded area as set out in the Directions in order that the proposals can be assessed for any conflict with plans for the railway. The aim of safeguarding is not therefore necessarily to prevent development on the land that may be needed to build and operate the railway, but to ensure that no conflict is created.

10.49 It should be noted that Government has not yet withdrawn the HS2 Safeguarding Directions[116], they will remain in force until amended for NPR.

Policy JP-C3: Public Transport

In order to help deliver major improvements to public transport, we will support a range of measures, including:

1. Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;
2. Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;
3. Improved public transport routes and services to the City Centre and wider Core Growth Area;
4. Improved public transport routes and services to Manchester Airport;
5. Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;
6. More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;
7. Improved access to rapid transit routes including first/last mile solutions.

116 Safeguarding information and maps for HS2

10.50 Further information on the strategic approach to public transport is set out in the Greater Manchester Transport Strategy 2040 refresh and Our Five Year Transport Delivery Plan provides further detail on the public transport interventions currently proposed.

The Strategic Road Network

10.51 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, but some stretches of the city-region's motorways and trunk roads (known as the Strategic Road Network) are among the most congested and unreliable in the country. Major investment is already coming forward through the National Highways Roads Investment Strategy (RIS) to address some of these issues, for example through progression of the Smart Motorway programme for the M56, M62 and M6 and the Simister Island interchange improvements.

10.52 We continue to work in partnership with Department for Transport, National Highways and Transport for the North to address other SRN issues through major studies such as the Manchester M60 North West Quadrant Study, which is looking at the operation of the M60 between Junctions 8 and 18, and the Trans-Pennine Tunnel Study, which is exploring options to improve highway connectivity between the Greater Manchester and Sheffield City Regions. The recommendations of these and other studies could have major implications, both in terms of improving connectivity and network reliability and the physical impacts of new infrastructure. In the southern part of Greater Manchester, the study at the Airport around the M56 and the proposed study of the M60 corridor in the south-east will also be key. However, the scale and lead-in time for some of the infrastructure proposals and the five-year planning/investment periods for RIS may mean that they are only completed towards the end of the Plan period or beyond.

Policy JP-C4: The Strategic Road Network

We will work with Department for Transport, National Highways, Transport for the North and TfGM to ensure a co-ordinated approach to the planning and delivery of potential interventions on the SRN and at interfaces with the local

street network, as Local Plans, site Masterplans and planning applications come forward in accordance with Department for Transport, National Highways, and other UK Government policy and guidance as applicable.

Streets for All

10.53 Streets for All is Greater Manchester's integrated approach to taking decisions about all streets in our city-region in a way that helps to balance the complex demands of everyone who uses, lives and works alongside our streets. The significant economic and population growth in Greater Manchester, over the past 20 years, has also led to rapid growth in demand for travel and traffic across the conurbation. In parallel, the city-region has also seen a growth in communities living in and around our urban centres and the City Centre. This has led to a range of pressures on streets, in local neighbourhoods, town and city centres and on major corridors, such as excess traffic, parked vehicles and local air pollution.

10.54 Streets for All provides a new way of managing streets to help achieve the ambition for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

10.55 Central to this is enabling people to switch more of the short journeys – that are currently made by car – to walking or cycling. Half of all journeys will continue to be made by car and we will continue to support those journeys, but if we want more people to spend more time on streets, travelling sustainably, we need a people-centred approach to the decisions we make about how streets are designed and managed. This will be essential for delivering a high quality of life, meeting environmental objectives, supporting social inclusion, and enabling us to compete with cities across the world for residents, skilled workers and tourists.

10.56 Recognising that streets vary greatly is at the heart of the Streets for All approach. Each street is unique, and many of them change in character throughout the day, across the week and along their length. Streets for All entails nurturing the distinct character of each street, based on a good understanding of what both local communities and people travelling want from different streets.

10.57 There will remain some places where streets act as vital social spaces, supporting community cohesion and local businesses, while others function mainly as routes for the movement of goods and people. Understanding

this balance between functions will enable us to address a range of issues including:

- Poor air quality and high carbon emissions from road transport;
- Congestion caused by increased use of private vehicles;
- Low levels of physical activity as people make fewer journeys on foot or by bike;
- Too many road traffic injuries and deaths;
- Communities divided by major roads;
- Declining use of buses;
- Fewer children playing in our streets;
- Increased isolation, particularly for older or mobility impaired people, and those without access to a car; and
- Limited community cohesion and social interaction influenced by poor quality of place and hostile environments.

10.58 Streets for All allows all these issues to be addressed through a single, coherent approach. Whilst the emphasis will be on sustainable travel, there will still be a need for targeted improvements to the highway network so that people and goods can move around the city-region efficiently. It will, however, be essential that any highways investment is part of a comprehensive multi-modal strategy that supports the overall aim of increasing walking, cycling and public transport, to avoid generating a higher proportion of car journeys.

10.59 There is great potential to increase walking, cycling and public transport to and from the city centre, in our town centres and in local neighbourhoods. The ambition is to better support these types of journeys through a combination of good urban planning and making streets safer and more welcoming. This means:

- People will benefit from an attractive and inclusive walking environment;
- Streets will provide a safe and connected cycling experience;
- Goods will reach their destinations on time, with minimal impact on local communities;
- Streets will facilitate a reliable, integrated and accessible public transport network;
- Streets will feel like welcoming and healthy places to spend time;
- They will enable us to harness future mobility innovations; and
- On our streets, we will make best use of existing assets.

Policy JP-C5: Streets for All

Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 'Walking and Cycling' and Policy JP-C3 'Public Transport').

We will seek to ensure:

1. The design and management of streets will follow a Streets for All approach, including by:

    a. Understanding the 'movement and place function' of streets as the starting point for improvement;
    b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;
    c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network;
    d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;
    e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function';
    f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel;
    g. Incorporating increased levels of greenery including trees where possible;
    h. Offering shelter from wind and rain, and shade from the sun;
    i. Delivering priority for public transport and facilities for public transport users;
    j. Providing appropriate places and routes for servicing, deliveries and 'drop-off';
    k. Mitigating the impacts of air and noise pollution and carbon emissions from road transport;
    l. Ensuring the efficient movement of people and goods on streets with a high 'movement function' and;
    m. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure.

2. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all;
3. Any new infrastructure minimises the negative effects of vehicle traffic; and
4. New infrastructure includes provision for utilities and digital infrastructure where required.

10.60 Further information on Streets for All and the strategic approach to highway infrastructure improvements is set out in the Greater Manchester Transport Strategy 2040 refresh and Our Five Year Transport Delivery Plan provides further detail on the highway infrastructure interventions currently proposed.

Walking and Cycling

10.61 Currently around half of the trips made by our residents are less than 2km in length with 40% of these trips being made by car. There is therefore great potential for increasing cycling and walking in the Plan area which will be fundamental in achieving the city region's overall transport vision.

10.62 Both walking and cycling have minimal costs and are open to people of all ages. So encouraging more people to walk and cycle will support greater social inclusion and independence. The increased physical exercise they bring, particularly in comparison to driving, will also help benefit peoples' health and wellbeing. By encouraging fewer people to drive for shorter journeys we will help reduce carbon emissions, congestion, air and noise pollution and the other negative impacts of vehicle traffic.

10.63 If walking and cycling are to become the natural choice for shorter journeys, then a dramatic improvement in the quality and extent of our walking and cycling infrastructure will be required. New and improved routes will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. High-quality walking and cycling infrastructure will also be vital in increasing the use of public transport, and so will need to be integrated with the public transport network.

10.64 Central to all of this will be the delivery of the Greater Manchester Cycling and Walking Infrastructure Proposal (Bee Network), which is a vision for Greater Manchester to become the first city-region in the UK to have a fully joined up walking and cycling network.[117] Greater Manchester's Cycling and Walking Investment Plan (Change a Region to Change a Nation) sets out our ambition

[117] Mayor of Greater Manchester, GMCA and TfGM (2018) Greater Manchester's cycling and walking infrastructure proposal

to connect every neighbourhood and community in Greater Manchester, covering over 1,800 miles of route. The network will have a single identity across Greater Manchester, using the symbol of the worker bee, which will represent a promise of route quality: that all such routes will be easily useable by a competent 12 year old on a bike, or by a parent pushing a double buggy. A broad range of improvements will be required, varying from route to route, including easy crossing points of major roads, innovative junction designs, 'active' neighbourhoods with through motor traffic removed, and the creation of fully segregated cycleways on major corridors.

Policy JP-C6: Walking and Cycling

In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:

1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
2. Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
3. Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
5. Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;
6. Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling;

10.65 Further information on the strategic approach to walking and cycling is set out in the Greater Manchester Transport Strategy 2040 refresh. Our Five Year Transport Delivery Plan and Greater Manchester's Walking and Cycling Investment Plan (Change a Region to Change a Nation) provide further detail on the walking and cycling interventions currently proposed.

Freight and Logistics

10.66 Freight is essential for both our economy and productivity. It supports a broad range of sectors, including manufacturing, retail and waste management. Logistics is also an important sector in its own right, with significant growth potential within the Plan area. The PfE Plan identifies a strong portfolio of employment sites, many of which will be suitable for logistics, including regional and national distribution centres. Logistics is also becoming even more important to everyday life, with the increase in internet shopping and demands for same or next day deliveries.

10.67 Ideally, more freight should be moved by rail and water, particularly over longer distances, to reduce highway congestion, greenhouse gas emissions and air pollution. The Plan area benefits from having a large rail freight terminal at Trafford Park, which provides daily services to/from the major ports of Felixstowe, Southampton and London Gateway. Sustainable freight will be further enhanced by the completion of Port Salford, which will provide rail connections via the main Manchester-Liverpool line, shipping links along the Manchester Ship Canal to the deep-water facilities at the Port of Liverpool, and a new on-site container terminal. It will be important to make the most of these facilities as additional opportunities for new rail and water-served sites elsewhere in the Plan area are limited.

10.68 Many logistics sites in the Plan area will be reliant on road-based freight, taking advantage of the strategic location within the national motorway network. This reinforces the importance of delivering the strategic highway improvements identified above. The Plan area also benefits from outstanding air freight connections at Manchester Airport and its World Freight Terminal.

10.69 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.

10.70 The growth in on-line retailing and 'just in time' approaches to manufacturing and other businesses is increasing the number of smaller scale deliveries, contributing to congestion and pollution particularly in urban areas. Higher population and employment densities in locations such as the city centre will exacerbate these pressures. It will therefore be important to manage such deliveries in a way that minimises their adverse impacts, such as through centres where deliveries can be consolidated, the use of low- and zero-

emission vehicles including electric vehicles, cargo bikes and E-cargo bikes, changing procurement practices, and avoiding the need for repeat delivery attempts. This could require shared facilities where different operators can consolidate their deliveries.

Policy JP-C7: Freight and Logistics

We will support the more efficient and sustainable movement of freight, including by:

1. Protecting existing rail- and water-served sites and associated infrastructure;
2. Completing the tri-modal Port Salford, including a rail spur from the Manchester-Liverpool line, canal berths on the Manchester Ship Canal, and a container terminal;
3. Accommodating the expansion of air freight activities at Manchester Airport;
4. Enabling the provision of consolidated distribution centres and the use of low- and zero-emission vehicles including electric vehicles, cargo bikes and E-cargo bikes for local and last mile deliveries;
5. 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;
6. Ensuring that new development makes appropriate provision for deliveries and servicing in terms of road safety, traffic congestion and environmental impacts, in accordance with Policy JP-C8.

Transport Requirements of New Development

10.71 The location, design and density of development is fundamental, as it influences how far people need to travel and their ability to make these journeys by sustainable modes as well as equality of opportunity for all. Good access to local facilities and amenities is critical to encouraging sustainable journeys by providing opportunities to work, learn, shop, play and socialise locally. To be sustainable, developments need to be located close to existing facilities or be mixed use developments that provide community facilities such as schools, healthcare centres, shops, parks and play areas. Higher density developments help to make the provision of these community facilities and public transport economically viable.

10.72 The design of new development will be critical in encouraging more people to walk, cycle and use public transport. It will also help minimise the negative effects of car dependency, such as traffic congestion, greenhouse gas emissions, air and noise pollution and poorer quality places. Given the importance of these issues, and the related objectives in improving health and quality of life, it is critical that we get this right.

10.73 Increased traffic is often one of the biggest concerns for existing residents when faced with new development, however there is potential for growth to provide new opportunities for improved public transport, cycling and walking that can benefit both new and existing communities.

10.74 Although the focus is on increasing walking, cycling and public transport, it must be recognised that there is a need to accommodate other forms of transport. New development will be designed to make these journeys as sustainably as possible, for example by supporting the use of low- or zero-emission vehicles by providing the appropriate ULEV charging infrastructure for both private and shared vehicles. Improvements to the public transport network are planned, but it will be impossible to provide every area with good public transport access at all times. Flexible on-demand and shared services such as car clubs, Local Link and taxis, will have an important role to play in filling the gaps in public transport routes and services, and so it will be important that new developments are designed to accommodate them where appropriate.

10.75 Policies within JP-C8 seek to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements on the highway network. Where a transport assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision.

10.76 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 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.

10.77 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.

10.78 The highway interventions in Appendix D should be considered by developers to mitigate the impact of allocations only once alternative options to manage down the traffic impacts of planned development have been considered as a first preference.

10.79 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.

10.80 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.

10.81 Developers will be expected to contribute to the funding and delivery of required new infrastructure or services.

Policy JP-C8: Transport Requirements of New Development

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.

We will do this by:

Connectivity and Permeability

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;

- Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:
  - be direct, safe and convenient;
  - connect to nearby facilities, employment areas, public transport stops; and
  - improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;

- 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; and
- Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;

2. Ensure appropriate connectivity to the existing highway network.

Design

3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;
4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;

Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;

Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers;
8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;

9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:

    i. Showers, changing facilities and lockers for cyclists and walkers
    ii. Pool or hire bikes for use by occupiers
    iii. Information in advance about facilities to visitors;

10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;
11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
12. 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.

Access and Servicing

13. Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;
14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:

    - meets road safety requirements,
    - reduces transport emissions and other environmental impacts,
    - reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;

Construction Management

15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.

Transport Assessments

16. 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.

17. 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 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.

Blank Page

Blank page

Allocations



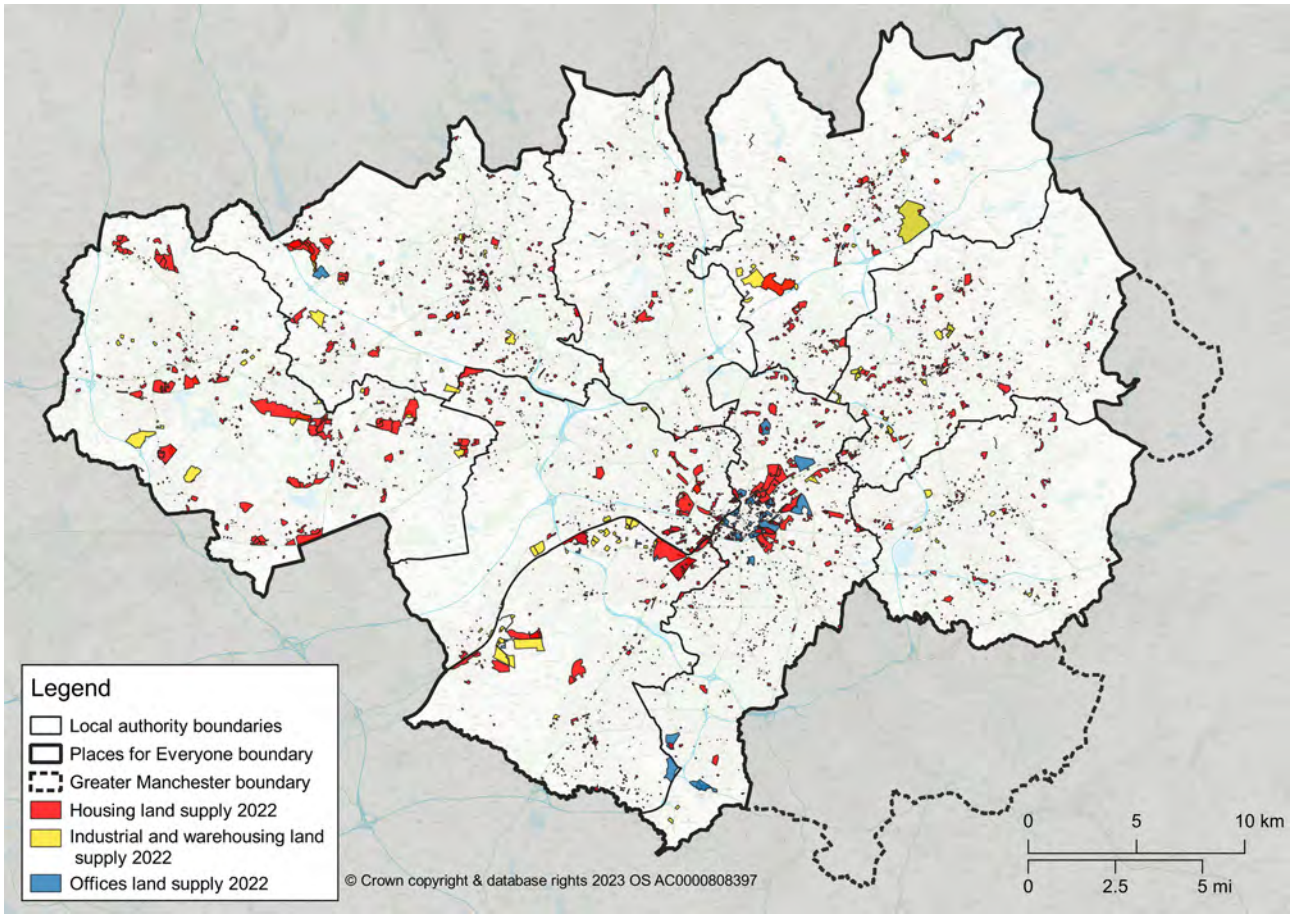
Strategic Allocations

11.1 To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, we have sought to maximise the use of land outside of the Green Belt, giving the highest priority to brownfield land.

11.2 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 2022' 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 brownfield sites and where appropriate the optimisation of density ratios, in line with the overall strategy.

11.3 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.

Picture 11.1 Existing land identified for office, industrial/warehousing and housing development 2022



11.4 As set out in both Chapter 6 'Places for Jobs' and Chapter 7 'Places for Homes', insufficient land has been identified within these assessments to meet our development needs.

11.5 Discussions have taken place with neighbouring local authorities to determine whether it would be appropriate for them to meet some of our development needs, but it has been agreed that this would not be appropriate as it would require them to release parts of their own Green Belt and would be likely to lead to less sustainable commuting patterns.

11.6 Some additional development sites, outside the urban area, are therefore required to deliver our inclusive growth needs. The role of this Plan is to identify these sites, provide the policy context for their development and make the associated changes to the Green Belt. Combined with the existing land supply these sites will enable us to meet our overall objectives.

11.7 The sites identified reflect the overall spatial approach set out in Chapter 4 'Strategy' with the aim of making the most of existing locations and assets whilst providing opportunities across the Plan area that help address current disparities. The identification of the sites within this section will help to achieve the sustained economic growth in the Core and our southern parts of the conurbation whilst significantly boosting the economic competitiveness of the northern districts in Greater Manchester. This is not only linked to the provision of new jobs and opportunities but also the choice and quality of housing, the infrastructure required to support the new development and the delivery of high quality places.

11.8 The strategic employment allocations have been selected based on their location and the opportunity they provide to address some of the economic disparities evident within the conurbation. Some of these sites straddle local authority boundaries and are of a scale that are nationally and, in some cases, globally significant in terms of attracting new businesses and investment.

11.9 The strategic housing allocations provide an opportunity to widen housing choice within districts. This will include the provision of affordable housing as well as larger and higher value homes in those areas which there is currently a lack of such housing. This will create a more inclusive housing offer across our boroughs and improve the overall housing offer within individual districts and improve their ability to attract and retain residents.

11.10 To ensure that these strategic allocations deliver scale and quality of development required the use of masterplans, where appropriate, will be an important component in ensuring a comprehensive approach to development which is aligned with the delivery of associated infrastructure. This approach will help to deliver high quality, sustainable places which maximises the benefits of the land release for development.

11.11 If successful places are to be created then it will be vital that developments deliver the infrastructure and facilities necessary to support them. The specific type and scale of infrastructure required to support this new development is set out within the policies. This includes infrastructure relating to accessibility, public transport, social infrastructure (such as schools, health and community facilities) and green infrastructure (including open spaces and biodiversity resources). More general requirements that would be applied to all development are set out in the broader thematic policies set out in earlier sections of the plan.

11.12 Picture 11.2 'Places for Everyone Allocations' shows all the sites allocated within this Plan. These are defined on the Policies Map and a detailed policy framework for each allocation is set out in this Chapter.

11.13 The allocation policies include figures for the number of new homes and/or amount of employment floorspace expected to be delivered during, and in some cases also after the end of, the plan period. Those figures are indicative only, as the amounts of development will be determined through the masterplanning and planning application processes. Furthermore, the policies are not intended to prevent the completion of any of the development proposed on the allocations during the plan period.

Picture 11.2 Places for Everyone Allocations

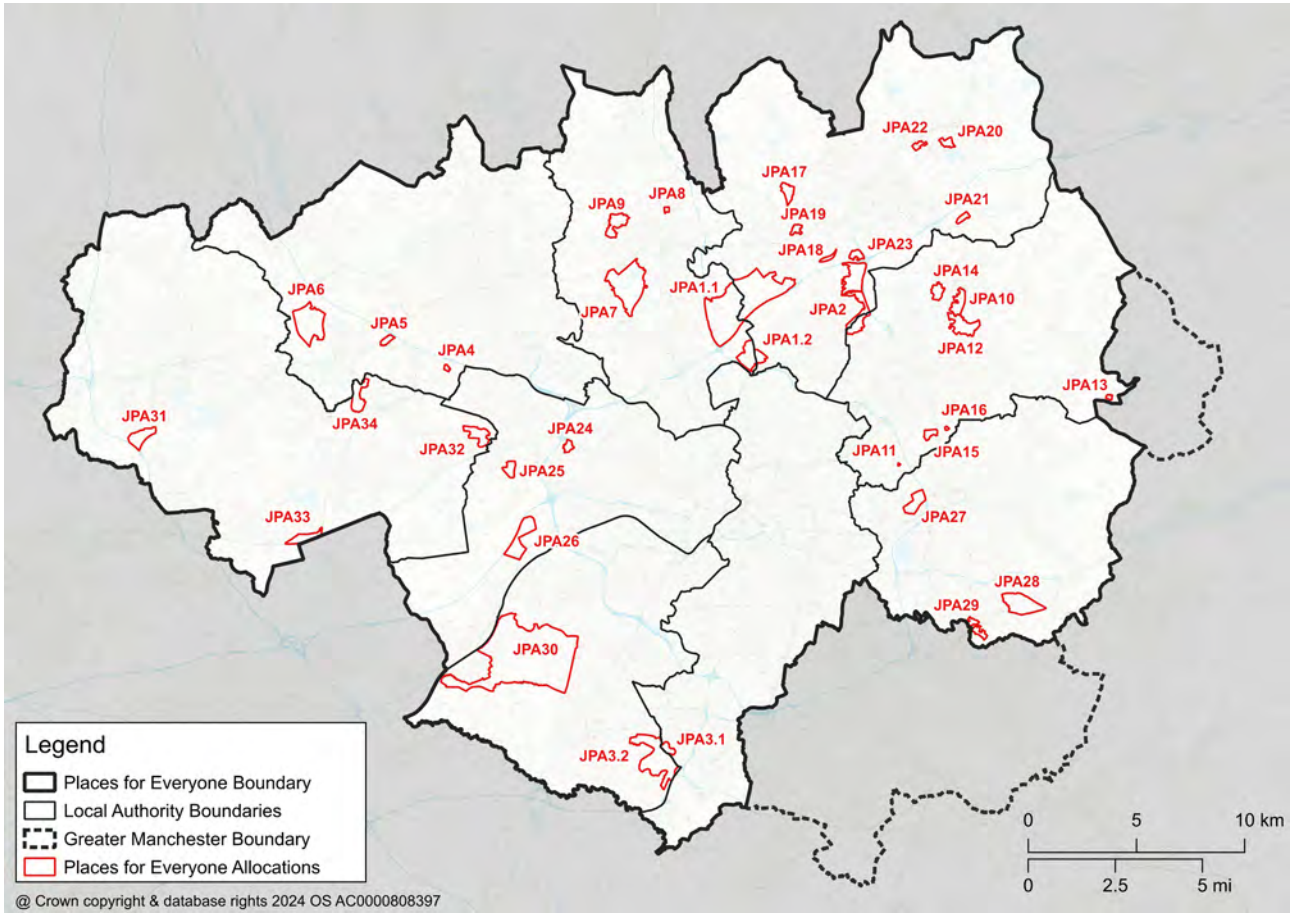


Table 11.1 List of Places for Everyone Allocations

District	Places for Everyone 2021 Policy Number	2021 Policy Name
Cross Boundary	JPA1.1	Northern Gateway Heywood / Pilsworth
Cross Boundary	JPA1.2	Northern Gateway Simister and Bowlee
Cross Boundary	JPA2	Stakehill
Cross Boundary	JPA3.1	Medipark
Cross Boundary	JPA3.2	Timperley Wedge
Bolton	JPA4	Bewshill Farm
Bolton	JPA5	Chequerbent North
Bolton	JPA6	West of Wingates
Bury	JPA7	Elton Reservoir
Bury	JPA8	Seedfield
Bury	JPA9	Walshaw
Oldham	JPA10	Beal Valley
Oldham	JPA11	Bottom Field Farm (Woodhouses)
Oldham	JPA12	Broadbent Moss
Oldham	JPA13	Chew Brook Vale (Robert Fletchers)
Oldham	JPA14	Cowlishaw
Oldham	JPA15	Land south of Coal Pit Lane (Ashton Road)
Oldham	JPA16	South of Rosary Road
Rochdale	JPA17	Bamford and Norden
Rochdale	JPA18	Castleton Sidings
Rochdale	JPA19	Crimble Mill
Rochdale	JPA20	Land north of Smithy Bridge
Rochdale	JPA21	Newhey Quarry
Rochdale	JPA22	Roch Valley
Rochdale	JPA23	Trows Farm

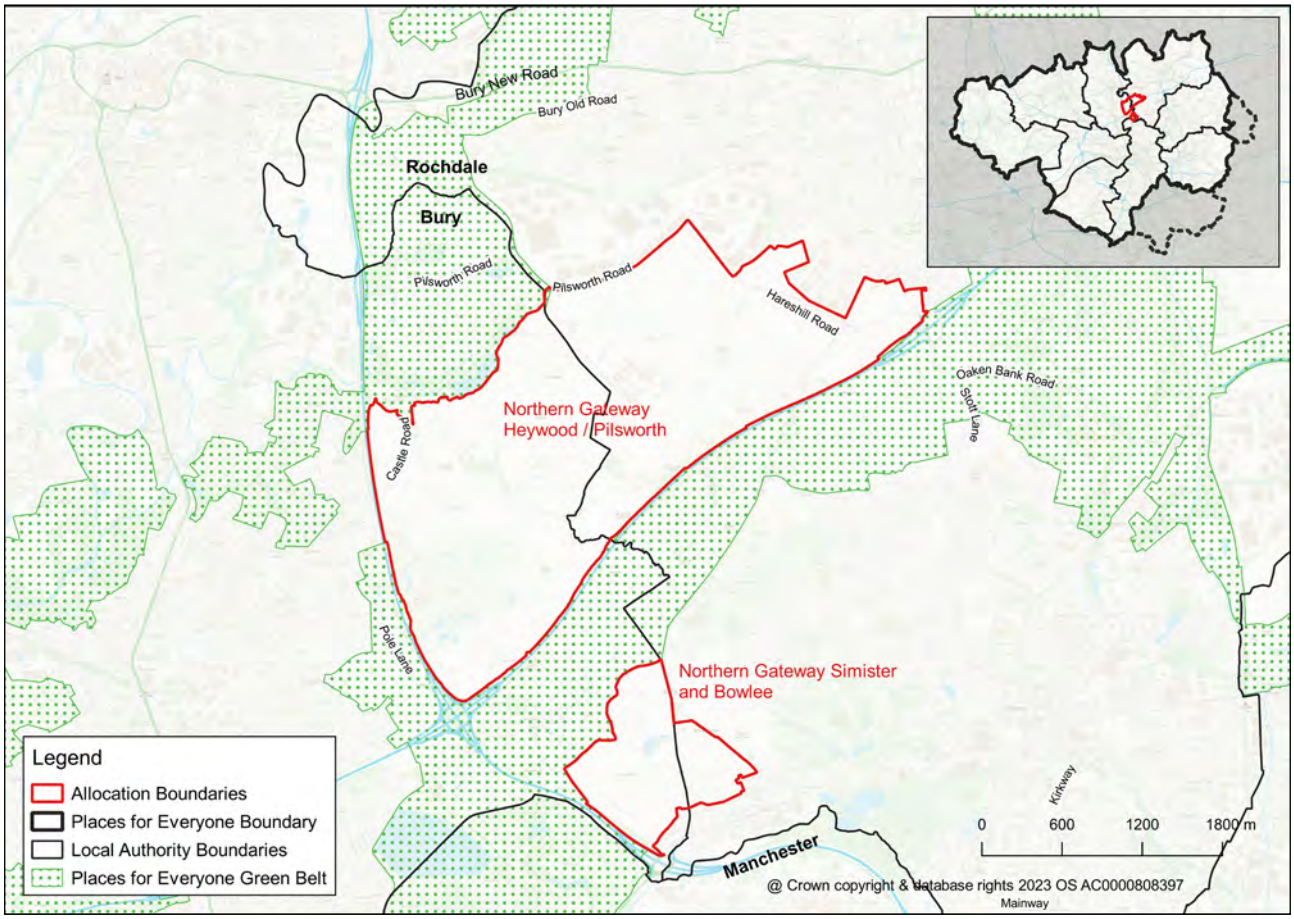
District	Places for Everyone 2021 Policy Number	2021 Policy Name
Salford	JPA24	Land at Hazelhurst Farm
Salford	JPA25	East of Boothstown
Salford	JPA26	Port Salford Extension
Tameside	JPA27	Ashton Moss West
Tameside	JPA28	Godley Green Garden Village
Tameside	JPA29	South of Hyde
Trafford	JPA30	New Carrington
Wigan	JPA31	M6 Junction 25
Wigan	JPA32	North of Mosley Common
Wigan	JPA33	Pocket Nook
Wigan	JPA34	West of Gibfield

Blank page

Cross-Boundary Strategic Allocations

Northern Gateway

Picture 11.3 JPA 1 Northern Gateway



11.14 The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. It comprises two key sites within the wider North-East Growth Corridor:

- Heywood / Pilsworth (Bury and Rochdale) (see Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)'); and
- Simister and Bowlee (Bury and Rochdale) (see Policy JP Allocation 1.2 'Simister and Bowlee (Northern Gateway)')

11.15 The Northern Gateway straddles the districts of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and

M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester with wider benefits on a regional and national level. The central theme of the spatial strategy for the joint plan is to deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester. The Northern Gateway is one of the key growth locations that will help to deliver these fundamental objectives.

11.16 This strategic allocation will enable the delivery of a large, nationally-significant employment opportunity to attract high quality business and investment, with a complementary housing offer on the M62 corridor, where there is strong evidence of market demand.

11.17 The allocation at Heywood/Pilsworth provides an opportunity for a substantial and high-quality employment-led development. The scale and location of this allocation will help to rebalance the Greater Manchester economy, ensure the joint plan plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.

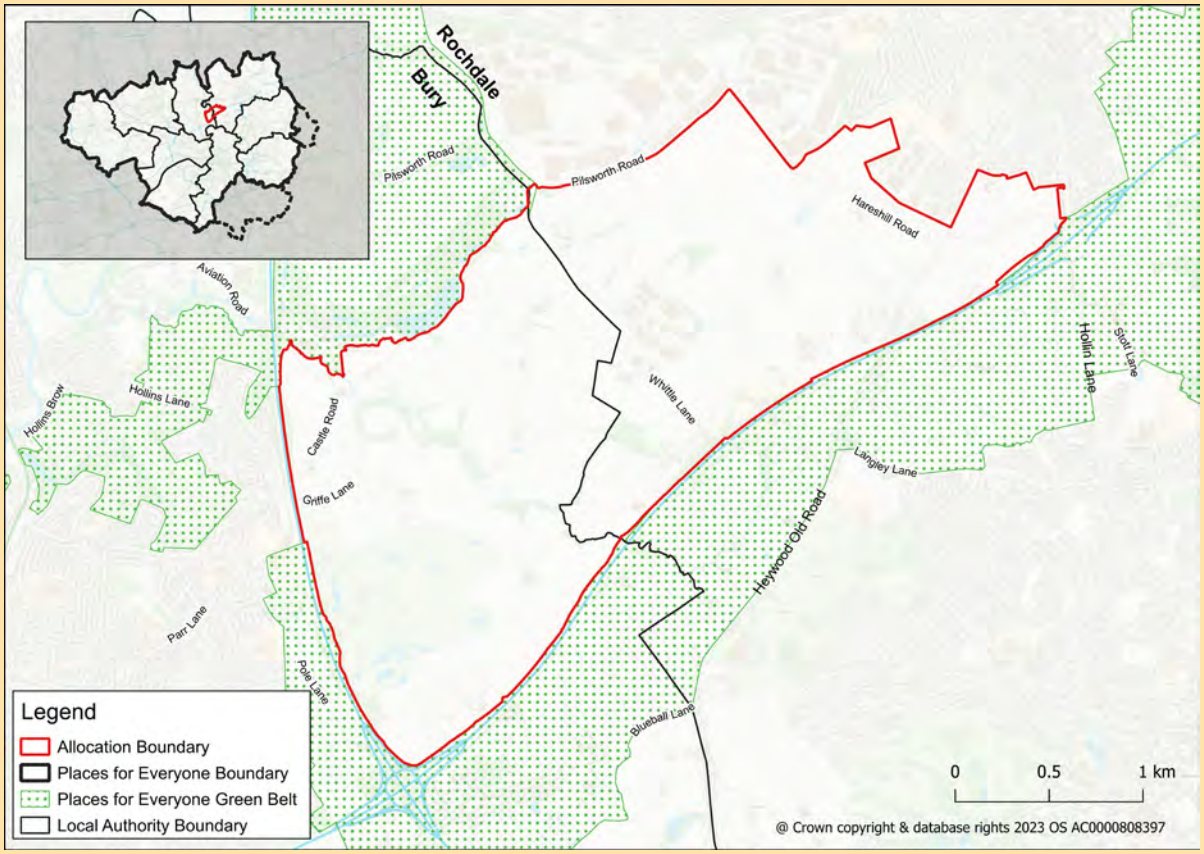
11.18 This will be supported by new communities as part of the Heywood/Pilsworth allocation as well as at Simister/Bowlee which have transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward in what is currently an area with significant pockets of high deprivation, low skills and worklessness.

11.19 To be successful and sustainable, the employment and housing opportunities need to be accessible by a range of transport modes and be linked directly to existing and new communities in the surrounding area via new recreational routes and corridors of green infrastructure which in turn provide an attractive setting for development. Outside of the motorway network, much of the area proposed for development is currently served by an inadequate transport network and this will require substantial investment to improve connectivity, potentially including investment in rapid transit. The prospective residents will require new community facilities and these will be provided in accessible locations within walking distance of homes.

11.20 The opportunities at Heywood/Pilsworth and Simister/Bowlee will need to incorporate extensive supporting infrastructure. The full delivery of the allocation at Heywood/Pilsworth is likely to extend beyond the plan period.

Policy JP Allocation 1.1: Heywood / Pilsworth (Northern Gateway)

Picture 11.4 JPA 1.1 Heywood / Pilsworth (Northern Gateway)



Policy

Development at this allocation will be required to:

1. Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D1 'Infrastructure Implementation', that has been agreed with the local planning authorities;
2. Be of sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region by boosting the competitiveness of the north of the conurbation and should:

    i. Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around 935,000 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;

ii. Deliver around 1,000 additional homes along with a new primary school in the eastern part of the allocation to support the early delivery of the infrastructure and provide a buffer between existing housing and the new employment development;

iii. 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;

iv. Deliver 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;

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-C8;
4. Make provision for affordable housing in accordance with local planning policy requirements;
5. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
6. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and over the M62 to proposed new development at Simister/Bowlee (JPA1.2);
7. Retain and enhance existing recreation facilities (including Unsworth Academy 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;
8. Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure including the integration and enhancement of existing features such as Brightly Brook, Whittle Brook and Castle Brook;

9. 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;
10. Strengthen the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries such that they will comprise physical features that are readily recognisable and likely to be permanent;
11. Ensure that any development is safe from and mitigates for potential flood risk from all sources including Whittle Brook, Castle Brook and Brightley Brook and does not increase the flood risk elsewhere. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
12. Provide an appropriate buffer between the development and the motorway/ local road network where required to serve multiple functions including air quality, noise, visual mitigation and high-quality landscaping;
13. Take appropriate account of relevant heritage assets, and their settings, including Brick Farmhouse and Lower Whittle Farmhouse Grade II Listed Buildings in accordance with Policy JP-P2;
14. Carry out a detailed assessment and evaluation of known and potential archaeological sites including Meadow Croft Farm, historic landscape features and built heritage assets, to establish specific requirements for the protection and enhancement of significant heritage assets;
15. 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); and
16. Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the south-western part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided.

Reasoned Justification

11.21 This allocation has been identified as a large, nationally significant location for new employment-led development within the Northern Gateway opportunity area between Bury and Rochdale. The scale of the opportunity will help to deliver a significant jobs boost to wider northern and eastern parts of the conurbation, increasing the economic output from this area and helping to rebalance the Greater Manchester economy. It also includes the potential to

deliver a significant amount of new housing as well as an appropriate range of supporting and ancillary services and facilities.

11.22 Planning permission has been granted for a scheme to deliver around 135,000 sqm of employment floorspace, 1,000 homes and a new primary school on the eastern part of the allocation at South Heywood and this land is included in the allocation. As well as delivering an early phase of the employment development this proposal will help to create a more mixed-use urban extension. The new school will not only provide space to accommodate children from the new development but will also help tackle a shortage of local school places. The residential development along with secured public funding is a key element to delivering improved linkages from Junction 19 of the M62. The employment floorspace and homes covered by this planning application are included in the current baseline supply.

11.23 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 935,000 sqm of this will be delivered within the plan period (including the 135,000 sqm that has an extant planning permission at South Heywood). Nevertheless, it is considered necessary to release the site in full at this stage given that the scale of the proposed development means that it will need to be supported by significant strategic infrastructure and this level of investment needs the certainty that the remaining development and associated economic benefits will still be able to come forward beyond the plan period.

11.24 This allocation benefits from being in close proximity to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth and the development of this site will complement other opportunities in the Northern Gateway as well as other key sites in the north of the sub-region such as Logistics North.

11.25 Whilst the location of this allocation along the key M62 corridor will be particularly attractive to the logistics sector, it is important that it provides high quality business premises for a range of other sectors including advanced manufacturing and higher value, knowledge-based businesses. This variety will not only provide a better range of good quality jobs but has the potential to provide premises for new and growing sectors, thus diversifying both the local and sub-regional economy.

11.26 The size of the proposal would also support the provision of an appropriate range of supporting services and facilities, such as a new local centre, hotel, leisure and conference facilities. However, it is important that these are of a scale that is appropriate to the main employment use of the allocation.

11.27 The delivery of such an allocation will require significant investment in infrastructure if it is to be successful and sustainable. The allocation clearly has excellent access to the motorway network but will benefit from improved linkages between Junction 19 of the M62 and Junction 3 of the M66. The local authorities will continue to explore opportunities for a new junction at Birch which could provide additional accessibility and be of benefit to the allocation in the longer term. Furthermore, in conjunction with the development of the allocation, there will be an expectation that opportunities are fully explored to deliver a rail freight spur exploiting the existing heavy rail connections from the East Lancashire Railway line which adjoins the allocation to the north and Calder Valley line to the east.

11.28 The allocation will also need to be served by a wide range of public transport and significant interventions will be required in order to promote sustainable travel and make the allocation more accessible to the local labour pool. This could potentially include rapid transit linking the expanded Heywood employment area with surrounding neighbourhoods and key growth locations helping to maximise the public transport accessibility of the employment opportunities and to better integrate existing and new communities with the rest of Greater Manchester. The potential tram-train on the East Lancashire rail line between Bury and Rochdale should be explored and the allocation will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable journeys to work.

11.29 It should be noted that the existing Birch Industrial Estate is located within the allocation. This is a successful estate that has benefited from recent investment and would be retained as part of any development. This estate will also share the benefits of the improved accessibility of the area.

11.30 The area also includes an existing golf club and school playing field. Whilst the intention is for these to be retained, they could potentially be incorporated into the wider development if they were to subsequently become available.

11.31 In addition to the 1,000 homes with planning permission at South Heywood, the allocation is also considered to have the potential to accommodate around 200 further dwellings on land accessed via Castle Road in Unsworth. However, it is important that an appropriate buffer is incorporated into the development to create separation from the wider employment development and that appropriate highways measures are in place to prevent the inappropriate use of residential roads by vehicular traffic associated with the wider employment area.

11.32 Any housing development within the allocation will be required to make provision for affordable housing and recreation to meet the needs of the prospective residents in line with Local Plan policy requirements.

11.33 The land is relatively undulating and the contours offer opportunities to create an attractive and interesting setting for the development as well as providing some natural screening. This should be complimented by the creation of a good quality green and blue infrastructure network which will provide publicly accessible open spaces to provide recreational opportunities to workers and residents in the wider area. Such a network should seek to maximise the value of existing features and areas of nature conservation value. There are some existing recreation facilities, ponds, reservoirs and brooks within and adjacent to the allocation and any development should seek to retain and enhance such features, where appropriate. Other opportunities for new blue infrastructure may exist to further enhance visual amenity, provide SUDS and widen local biodiversity. A management plan will be required to demonstrate how the retention and improvement of green and blue infrastructure and nature conservation assets will continue to be managed.

11.34 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).

11.35 Remaining Green Belt boundaries to the south and west of the site are clearly defined by the M62 and M66 motorways. However, at present, the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries is less clearly defined and the development should incorporate measures to strengthen this to ensure that it comprises physical features that are readily recognisable and likely to be permanent.

11.36 Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy in accordance with Policy JP-S4 which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options to discharge surface water, only foul flows should connect with the public sewer.

11.37 Given that the site is located adjacent to the M62 and M66 motorways, there will be a need to incorporate a buffer between the allocation and the motorway to serve multiple functions including air and noise mitigation and high-quality landscaping. Mitigation through tree planting could be undertaken in conjunction with proposals for the Northern Forest.

11.38 There are two Grade II Listed buildings within the allocation boundary and known significant archaeological sites, notably at Meadow Croft Fold. In addition, there are a number of potentially significant archaeological sites, locally listed buildings and structures throughout and adjacent to the allocation. Any development would need to consider the impact on their setting through the completion of a Heritage Impact Statement. There will be a need to undertake detailed archaeological work including field walking and evaluation trenching, leading to further investigations and recording and, if necessary, preserving features in situ.

11.39 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.

11.40 The Natural England/Defra 'Peaty Soils Location (England)' layer is published on the Natural England website with the intention of identifying the extent of peaty soils and this shows a potential area of peat in the south-western part of the site to the north of the M60 Junction 18 Simister Island Interchange. There is very limited site-specific information from Natural England/Defra on the quality of the peat within the proposed allocation. As such, there will be a need to undertake hydrological and ground investigations to fully understand the extent and quality of any peaty soils in this area of the site to inform the potential for restoration and identify any areas of irreplaceable habitat where loss or deterioration should be avoided, subsequently helping to shape the comprehensive masterplanning of the site.

Policy JP Allocation 1.2: Simister and Bowlee (Northern Gateway)

Picture 11.5 JPA 1.2 Simister and Bowlee (Northern Gateway)



Policy

Development at this allocation will be required to:

1. Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D1 'Infrastructure Implementation', that has been agreed with the local planning authorities;
2. 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 (subject to local demand having regard to the Councils' self-build registers and other relevant evidence) 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;

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-C8;
4. Make provision for 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;
5. Make provision for affordable housing in accordance with local planning policy requirements;
6. Make provision for a new two-form entry primary school and make financial contributions for off-site additional secondary school provision to meet needs generated by the development, in accordance with policy JP-P5;
7. Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities and ensure it is integrated with existing communities;
8. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services and the new areas of employment at Heywood/Pilsworth (JPA1.1);
9. 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;
10. Strengthen the boundary of the Green Belt to the north-west of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;
11. Make provision for biodiversity, including taking appropriate account of Bradley Hall Farm SBI, in accordance with Policy JP-G8;
12. Incorporate appropriate noise and air quality mitigation measures and high-quality landscaping along the M60 motorway corridors and local road network, if required, within the allocation;
13. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes;
14. Take appropriate account of relevant heritage assets, and their settings, including Heaton Park, in accordance with Policy JP-P2; and
15. 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

11.41 The delivery of this urban extension has transformational potential in enabling new housing development of 1,550 units, community facilities and new transport infrastructure to come forward in what is currently an area that contains significant pockets of high deprivation. Any housing development within the allocation will be required to make provision for recreation and affordable housing to meet the needs of the prospective residents in line with Local Plan policy requirements, across a range of housing types, sizes and tenures.

11.42 The delivery of such a major opportunity will require significant investment in infrastructure if it is to be successful and sustainable. In particular, the allocation will need to benefit from a wide range of public transport improvements in order to promote sustainable travel and improve linkages to new employment opportunities at JPA1.1 Heywood/Pilsworth. This could potentially include Bus Rapid Transit linking Manchester City Centre to the Northern Gateway allocation. The allocation may also benefit from a potential Bus Rapid Transit or Metrolink extension to Middleton. Higher density development close to these corridors will help support the viability of new services. These public transport improvements will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable shorter journeys to work.

11.43 The development of a large-scale community such as this will require new facilities for residents such as shops, health facilities, community facilities and recreational areas. These will be provided in accessible locations within walking distance of homes. In addition, demand on school places will also increase and therefore investment in new facilities for primary and secondary education will be required.

11.44 The semi-rural nature of this part of Greater Manchester and the character and setting of small villages such as Simister and Bowlee will be respected and will inform the layout, density and built form of development in these locations. Areas of open land and green infrastructure will be incorporated to maintain the identities of these places, including the retention of historic field boundaries, routeways and woodlands where practical. The allocation also includes existing areas of biodiversity value, notably the streams and flushes at Bradley Hall Farm which form a Site of Biological Importance in the eastern part of the allocation. This SBI and other areas of identified biodiversity value should be taken fully into account in the masterplanning of the site.

11.45 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).

11.46 Remaining Green Belt boundaries are clearly defined by the M60 motorway to the south-west of the site. However, at present, the boundary of the Green Belt to the north-west of the site is less clearly defined and the development should incorporate measures to strengthen this to ensure that it comprises physical features that are readily recognisable and likely to be permanent.

11.47 Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy in accordance with Policy JP-S4 which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should connect with the public sewer.

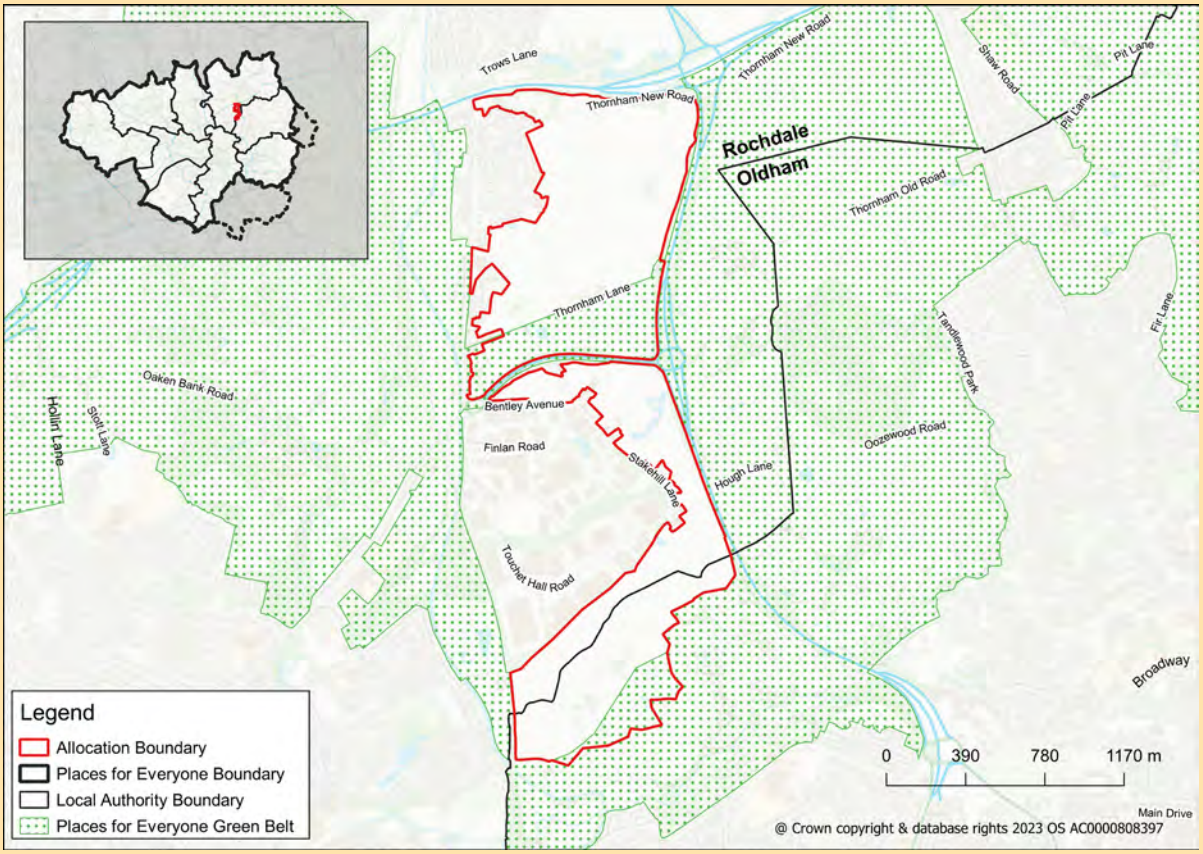
11.48 Given that the site is located adjacent to the M62 motorway, there may be a need to incorporate a buffer between the allocation and the motorway to serve multiple functions including air and noise mitigation and high-quality landscaping. Mitigation through tree planting could be undertaken in conjunction with proposals for the Northern Forest.

11.49 There are a number of assets of historical significance in proximity to the allocation, and whilst outside the allocation boundary, any development would need to consider the impact on their setting through the completion of a Heritage Impact Assessment.

11.50 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.

Policy JP Allocation 2: Stakehill

Picture 11.6 JPA 2 Stakehill



Policy

Development at this site will be required to:

1. Deliver around 150,000 sqm of high quality, adaptable industrial and warehousing floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing and/or other key economic 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;
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. This includes making provision for affordable housing in accordance with relevant local plan requirements;

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;
4. Take appropriate account of relevant heritage assets, and their settings, including the listed St John's Church and war memorial in accordance with policy JP-P2;
5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Stakehill Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ;
6. Have regard to views from Tandle Hill Country Park to the east which lies within Pennine Foothills (West /South 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 order to minimise the visual impact as much as possible;
7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and in the vicinity of the site in accordance with policy JP-G2. This should include improvements to the retained areas of Green Belt between the A627(M) spur and Thornham Lane and in the south of the site;
8. Define and/or strengthen the boundaries of the Green Belt around/within 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;
9. 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-C8;
10. Improve access arrangements in and around Stakehill Industrial Estate to assist in the separation of residential and employment traffic as much as possible and to make appropriate provision for lorry parking;
11. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;
12. 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. This should include making provision for biodiversity, including taking

appropriate account of the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and ponds within the site, in accordance with policy JP-G8;

13. 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;
14. 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. In addition, the provision of land to deliver the expansion of Thornham St John's Primary School located within the allocation will also be required;
15. Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors; and
16. 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

11.51 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 economic sectors and attract additional investment and economic activity to the area. The scheme will also generate a range of benefits for the local and wider economy. It would involve the loss of Green Belt, however, it offers an excellent location, as part of the North-East Growth Corridor and Northern Powerhouse with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the North-East Growth Corridor and elsewhere.

11.52 The location of the housing and employment development within the allocation takes account of existing land uses and the potential to separate out residential and industrial traffic. The residential development will be focused to the north of Thornham Lane and to the south of the A627(M) spur. The employment development will be located to the south and east of the existing industrial estate.

11.53 Stakehill Industrial Estate has a strong reputation as an employment location and has excellent access to the motorway network. Public transport on the western edge of the site is good but public transport access, particularly from Oldham borough, requires improvement. This existing successful business park can provide a focus for a significantly expanded employment offer in this area which will complement the other opportunity areas within the North-East Growth Corridor providing different types of premises and appeal to a wide range of uses and sectors.

11.54 As well as the expansion of the employment offer, an opportunity exists to deliver a significant amount of housing that will both support the new employment development and boost the supply of housing in this part of the sub-region. The site lies between the successful and attractive neighbourhoods of Chadderton and Slattocks. This area is characterised by generally good accessibility, a number of popular schools and proximity to a range of retail facilities and other services.

11.55 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.

11.56 There will need to be significant public transport improvement to and within the site as a whole. The site lies between Castleton and Mills Hill railway stations, and walking and cycling connections to these two stations should be improved as part of the development. While the edges of the site nearest to these stations are potentially within walking distance it is unlikely that such trips will be made without additional supporting bus services that link these modes of transport. A new southerly link to Mills Hill station could form part of any expansion of the industrial estate. The scale of development proposed does offer the opportunity to deliver significant public transport improvements that will improve sustainable travel options to both existing and future residents and workers within the site. This includes the potential to deliver a new rail station at Slattocks on the Calder Valley line along with an associated Park & Ride facility. This opportunity is currently being investigated further by TfGM and a contribution from the proposed development would assist in the delivery of this new station. Investment in public transport infrastructure or services will also be needed to provide access to the site's employment opportunities for Oldham residents, which needs to be investigated further by TfGM. Investment in public transport and associated infrastructure should be complemented by a high-quality pedestrian and cycling network that links the new development to surrounding neighbourhoods and key services/facilities.

11.57 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.

11.58 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.

11.59 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, including ponds and brooks. These and other nature conservation features should be retained and, where possible, enhanced.

11.60 As the development site forms part of the setting of the Church of St John, a Grade II listed building, the masterplan must seek to retain key views to and from the designated heritage, specifically those from the footpath on Church Avenue. The masterplan will also consider these sensitivities in terms of design, density and provision of green space to preserve the tranquillity of the Church. Similarly, where practical, historic field boundaries as highlighted by the Historic Environment Assessment 2020 should be retained and incorporated into the masterplan to help retain the rural character of the site. These areas and assets identified by the Stakehill Historic Environment Assessment 2020 will require a programme of archaeological investigation.

These sites will be considered through the detailed masterplanning of this site and any subsequent planning application.

11.61 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.

11.62 The wider opportunity area is adjacent to and includes areas of existing development. Any proposed scheme should have full regard to these areas and consider them through the detailed masterplanning of the area.

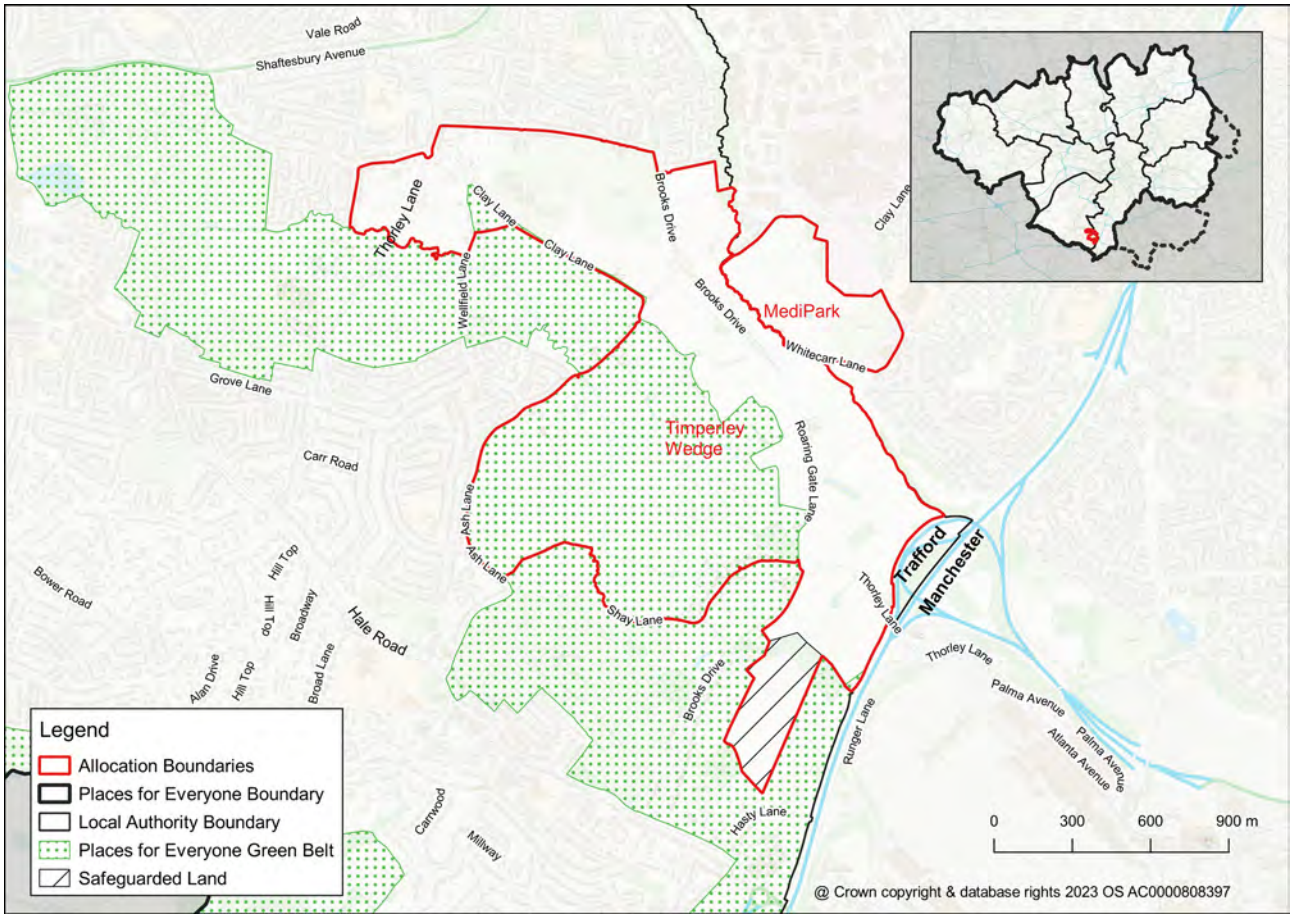
11.63 The scale of residential development means that significant community, leisure and recreational infrastructure will have to be provided as part of a comprehensive scheme. This will include the provision of additional school places as well as flexible community and medical facilities, facilities for sport and recreation and possibly a small local centre.

11.64 In terms of primary school provision, St John's CE Thornham Primary School is located within the site on the northern side of Thornham Lane. There is an opportunity to expand this small, village school to assist in meeting demand for primary school places generated from the proposed development and provide a highly accessible school for new residents.

11.65 The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sand and gravel (97.5%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Medipark/Timperley Wedge

Picture 11.7 JPA 3 Medipark/Timperley Wedge



11.66 Development of this area will take advantage of its well-connected location to create a new living and working experience providing new homes, jobs and training opportunities to the benefit of both new and surrounding communities through two allocations: Medipark (See Policy JP Allocation 3.1 'Medipark') Timperley Wedge (See Policy JP Allocation 3.2 'Timperley Wedge')

11.67 Together, Medipark and Timperley Wedge is one of the very best opportunities for a strategic location in the UK, offering outstanding potential to help the City Region to achieve its ambition. The allocation is already a well-connected location adjoining Manchester Airport and the M56 Motorway, on the edge of one of the UK's major growing and thriving cities, and close to the countryside of Cheshire.

11.68 In the future the Location will also benefit from NPR infrastructure projects improving connections to and from the cities of the north. The economic

benefits of NPR will support existing businesses, inward investment and job creation and the advantages this gives to new development in this location are hugely significant.

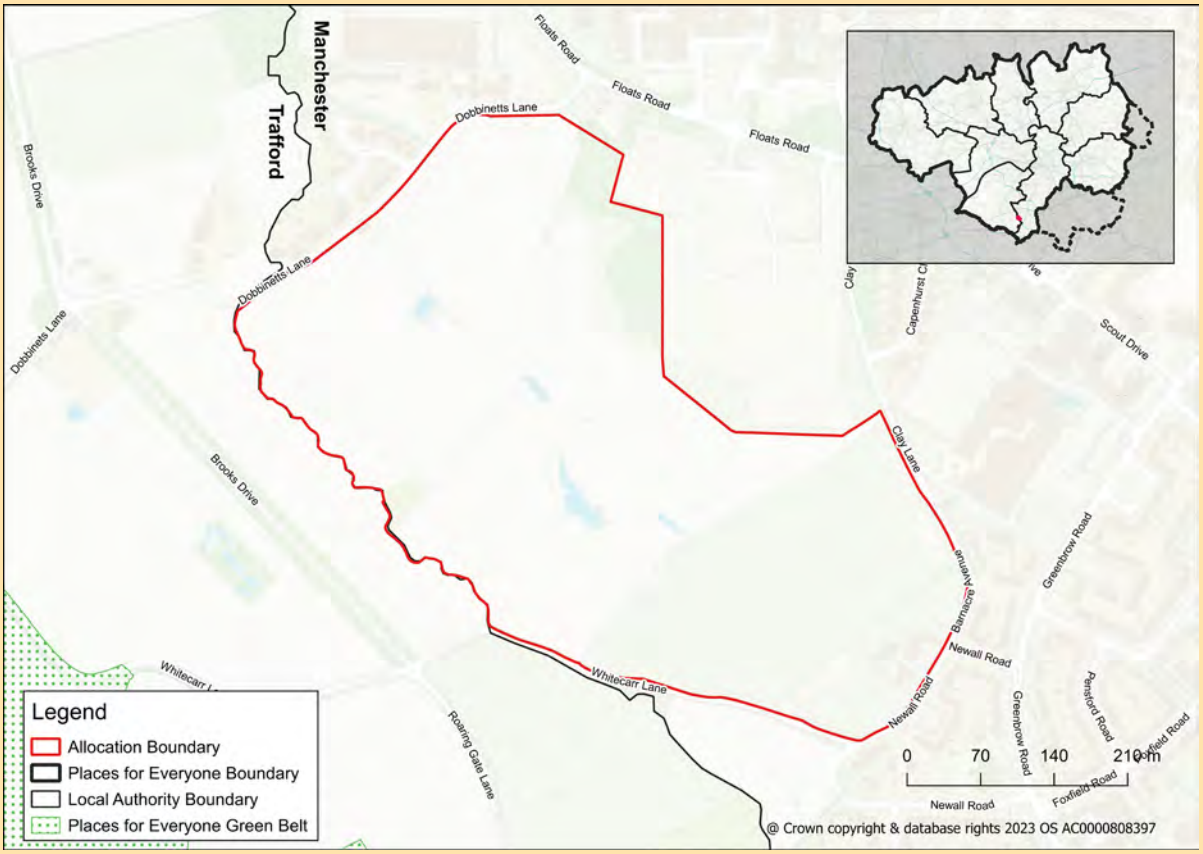
11.69 Strategically situated between Manchester University NHS Foundation Trust, Wythenshawe Hospital, Manchester Airport and Airport City, these allocations form part of the Manchester Airport Strategic Location (Policy JP-Strat10 'Manchester Airport'). The significance of these locations collectively, as regards delivering in an integrated manner development which meets the Joint Plan area's needs, is considerable. The development at Medipark, will accommodate specialist knowledge-based businesses, while the Timperley Wedge allocation will provide office employment land.

11.70 Significant transport improvements are required and will need to be subject to further, more detailed traffic assessment and masterplanning for each of the allocations.

11.71 There is significant potential to provide strong green infrastructure connections between the two allocations, especially along new walking and cycling routes and across and along in particular Fairywell Brook both north into Manchester and south towards Manchester Airport and into the wider countryside south of Timperley Wedge into Cheshire and north along Timperley Brook towards Altrincham.

Policy JP Allocation 3.1: Medipark

Picture 11.8 JPA 3.1 Medipark



Policy

Development on this site will be required to:

1. Deliver about 86,000 sqm Class E (g) -focused floorspace;
2. Development should be configured to take advantage of transport infrastructure in the area including the proposed Metrolink Manchester Airport Line Western Leg extension;
3. Deliver a new spine road through the site with connections to the existing road network and JP3.2 Timperley Wedge;
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-C8;
5. Complement the wider Roundthorn Medipark development and the development proposed in Timperley Wedge;

6. Take appropriate account of relevant heritage assets, and their settings, including the listed buildings of Newall Green, in accordance with policy JP-P2;
7. Take appropriate account of the adjacent playing field in accordance with policy JP-P7;
8. Take appropriate account of the historic landscape features within the site;
9. Provide a flood risk management strategy, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity and green infrastructure; and
10. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in accordance with policy JP-G2.

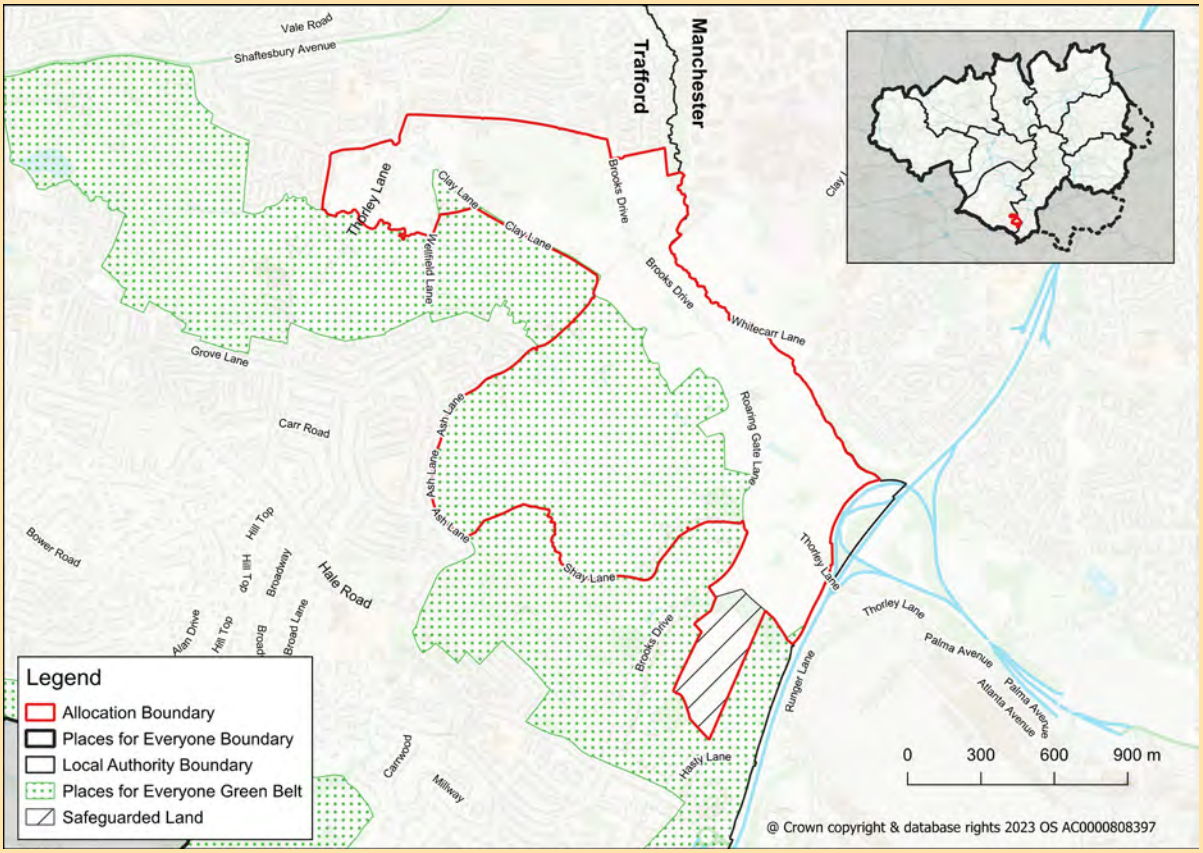
Reasoned Justification

11.72 The opportunity that this area offers because of its proximity to Manchester University NHS Foundation Trust (Wythenshawe Hospital) and the wider Roundthorn Medipark development is significant. By attracting investment from knowledge-based industries to a high-quality development, this area can provide a major boost to the economy of the city and the wider region. This is a singular location close to a major hospital and with improvements to local transport infrastructure, including Metrolink, it can play its full part in maximising future economic growth. The proposed arrival of NPR, including the airport station a short distance to the south, will provide a further stimulus to economic activity in this area.

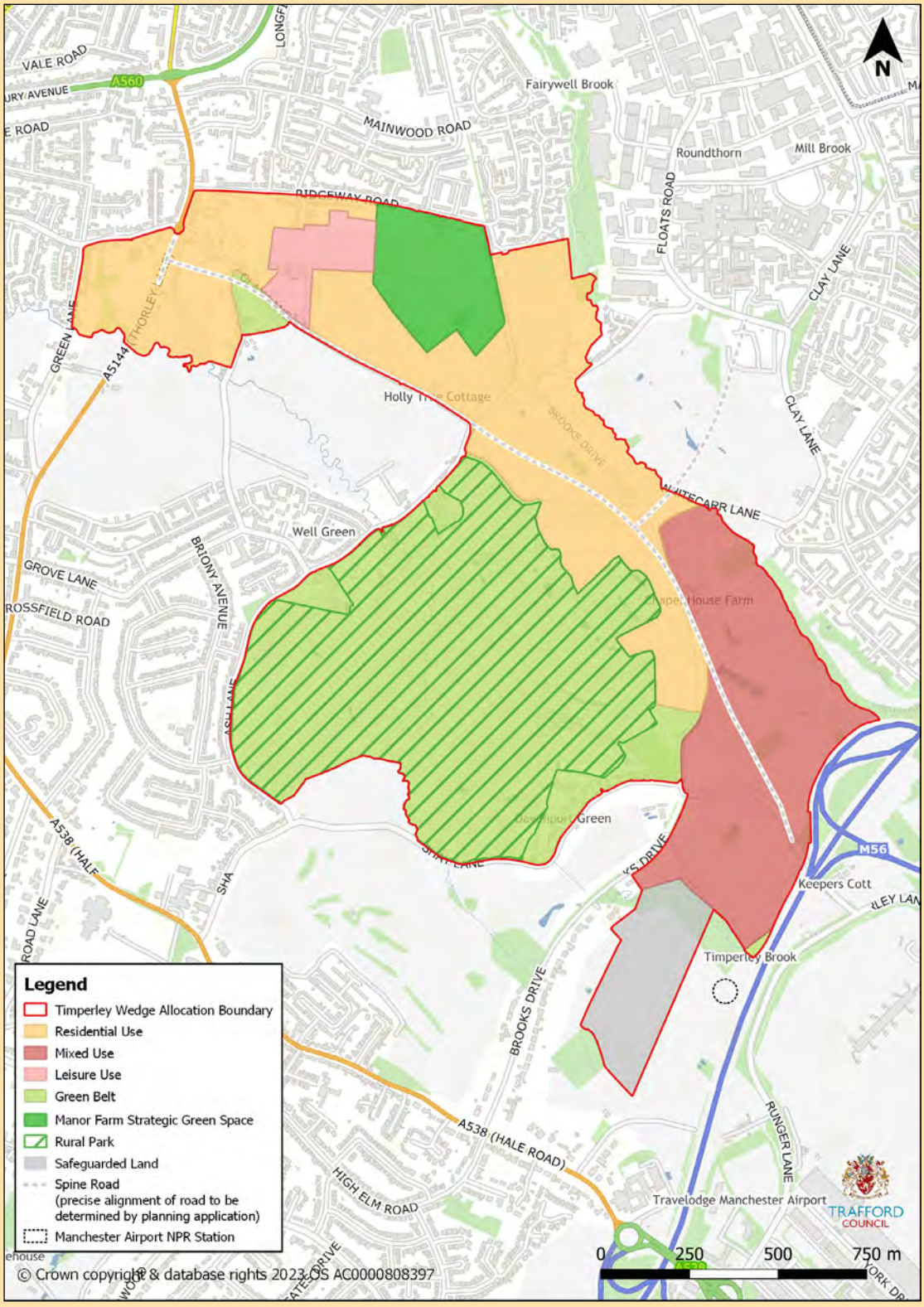
11.73 The area's location within open countryside and adjoining Fairywell Brook means that a high quality and forward-looking design will be needed. Future flood risk management from the brook should be considered from the outset to minimise risk to the new development, as well as affording opportunities to improve amenity and biodiversity, helping to conserve and enhance elements of the natural environment. Attractive green corridors through the development will encourage active travel through the site, as well as creating a positive environment for wildlife. Moreover, development can be planned to provide mitigation that takes account of the site's historic landscape elements.

Policy JP Allocation 3.2: Timperley Wedge

Picture 11.9 JPA 3.2 Timperley Wedge:



Picture 11.10 Timperley Wedge Indicative Allocation Plan



Policy

Development of the site will be required to:

1. Be in accordance with a Masterplan 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 robust phasing and delivery strategy, as required by policy JP-D1. This will be prepared in partnership with key stakeholders and ensure the whole allocation is planned and delivered in a coordinated and comprehensive manner with proportionate contributions to fund necessary infrastructure;

Residential Development

2. Deliver around 2,500 homes of which 1,800 will be in the plan period as set out on the Indicative Allocation Plan (Picture 11.10);
3. Deliver high quality residential units which are accessible, integrated with the existing community and well designed to create a genuine sense of place;
4. Deliver residential development at an average density of 35 dph in the northern part of the allocation area, reflecting the existing urban area. Higher density development at an average of 70 dph will be appropriate close to the new local centre, Davenport Green Metrolink stop and the NPR Manchester Airport station;
5. Provide a minimum of 45% affordable housing throughout the site;
6. Make appropriate provision for self-build custom build plots, subject to local demand as set out in the Council's self-build register;

Employment Development

7. Deliver around 60,000 sqm E (g(i)) office employment land within a mixed employment residential area set out in the Indicative Allocation Plan (picture 11.10) of which 30,000 sqm will be in the Plan period;

Transport Integration and Accessibility

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-C8;
9. Deliver a network of new safe cycling and walking routes through the allocation, including enhancements of Brooks Drive and creating new/ enhancing existing Public Rights of Way;

10. Accommodate the delivery of the Manchester Airport Metrolink Line Western Leg extension including Metrolink stop(s);
11. 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 bus priority infrastructure to improve east west connections between Altrincham and Manchester Airport;

Community Facilities

12. Provide a local centre comprising a range of shops and services to meet local needs close to the Davenport Green stop of the Metrolink Western Leg extension;
13. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development (where appropriate) and make provision for a new primary school, located close to the local centre, in accordance with JP-P5;

Green Belt

14. Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
15. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and in the vicinity of the site in accordance with policy JP-G2;

Green Infrastructure

16. 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 Plan (picture 11.10), ensuring protection of heritage assets in this area;
17. 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 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

18. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space 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;

19. Protect Manor Farm identified on the Indicative Allocation Plan (picture 11.10) and enhance its sports facilities to meet local needs;
20. 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);
21. 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);

Natural Environment

22. Make provision for biodiversity, including taking appropriate account of the Ponds at Davenport Green and Davenport Green Wood SBIs, in accordance with Policy JP-G8;
23. 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 having regard to the North West River Basin management plan (2019);

Landscape

24. Retain important landscape views and landscape features such as ponds, woodland and hedgerows and use these features to develop a distinct sense of place;
25. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the Green Belt boundary to mitigate the impact on the rural landscape to the south west of the allocation area;

Design

26. Ensure new development is place-led, respecting the local character, heritage and positive local design features of the area;
27. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting and demonstrate high standards of urban design;

Historic Environment

28. Take appropriate account of relevant heritage assets 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;

Utilities, Environmental Protection and Climate Change

29. Mitigate flood risk and surface water management issues through the design and layout of development in accordance with an allocation wide flood risk, foul and surface water management strategy which forms part of the Masterplan/delivery strategy (Criterion 1);
30. Incorporate appropriate noise and air quality mitigation, such as woodland buffers, particularly along the M56 motorway, the Metrolink and NPR corridor;

Safeguarded Land

31. The land identified to the south and west of the proposed NPR Airport station as shown on the Indicative Allocation Plan, although removed from the Green Belt, it is safeguarded and not allocated for development at the present time;
32. Permanent development of this land will only be permitted following an update to a plan that proposes its development; and
33. Any future allocation should have regard to the Greater Manchester HS2 / NPR Growth Strategy (as maybe updated and/or superseded) as part of a plan review.

Reasoned Justification

11.74 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 which provides a framework for the sustainable delivery of a new community at Timperley Wedge.

11.75 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, which will be linked to the development trajectory.

11.76 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 safeguarding area and therefore is expected to be unavailable for a temporary period whilst the route, new Airport Station and southern tunnel portal are under construction. It is therefore

anticipated that this area will come forward following the completion of the new Airport Station and the build-out is very likely to extend beyond the Places for Everyone plan period. The area of land required for construction may be altered as details of NPR proposals are confirmed. However, delivery of development is not dependent on 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.

Residential development

11. 77 The Timperley Wedge allocation will deliver around 1,800 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 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.

11.78 The site is expected to deliver affordable housing across all parts of the site at a minimum of 45% in line with the requirements identified in the Housing Needs Assessment 2019. The site offers an opportunity to deliver affordable housing on a greenfield site and make an important contribution to addressing the acute affordable housing need in Trafford.

11.79 There are a number of existing pockets of residential development across the site some of which contain locally distinctive design features. New development should therefore be designed so that it is sensitively integrated into these areas.

Employment development

11.80 Employment development will deliver around 15,000 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.

11.81 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.

Transport integration and accessibility

11.82 The delivery of new and improved public transport and active travel infrastructure is integral to the success of the Timperley Wedge allocation enabling modal shift from car travel to sustainable travel modes. The Western Leg Metrolink extension will provide links to Manchester Airport, as well as to employment areas in Trafford Park and other main employment areas in the borough and GM. This will benefit both existing and new residents providing improved access to jobs and services. A proportionate contribution towards the Metrolink extension infrastructure is, therefore, appropriate and will need to be agreed with TfGM.

11.83 The road network currently consists of country lanes which are unable to support the proposed development but which will be enhanced to provide 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 and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area.

11.84 An appropriate proportioning of contributions between the allocations and individual development plots together with more local interventions will need to be determined by further masterplanning, detailed design and a Transport Assessment.

Community Facilities

11.85 A new local centre close to the proposed Metrolink stop will be a hub for community infrastructure and will service the needs of the community. The site will be an attractive location for families, and it is anticipated that this will generate the need for a new primary school located close to the local centre. Secondary schools within the area can accommodate the new pupils but will require a contribution per pupil place. Small high street shops and community facilities including health facilities and a local supermarket would also be appropriate within the local centre.

Green Belt

11.86 The development will involve the removal of some land from the Green Belt, however, a considerable area of Green Belt within the allocation boundary will remain. This area of retained Green Belt will maintain the separation of Timperley and Hale, and will be enhanced to improve green infrastructure functionality, creating new accessible recreation areas particularly along the Timperley Brook and the large SBI areas.

11.87 Opportunities exist to enhance areas of SBI, existing woodland and hedgerows throughout the allocation. The incorporation of 'old' (19th century or earlier origins) hedgerows within development areas will help to enhance the sense of place of the local landscape. These will also contribute to the green setting of development.

11.88 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 woodland planting and the eastern boundary by the new Airport Station and associated infrastructure. It is therefore not currently identified by existing features.

Green Infrastructure

11.89 Where green spaces remain in the part of the allocation area that is to be removed from the Green Belt, there is a need to provide the highest level of protection in line with policies in Trafford's Local Plan.

11.90 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 and 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.

11.91 Manor Farm sports fields along Ridgeway Road are an existing valued community resource and will be protected in line with policies in Trafford's Local Plan. The facilities have the potential to be enhanced and more widely used with a new access created from Clay Lane.

11.92 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.

Natural Environment

11.93 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 habitats and green corridors along Fairywell Brook and Timperley Brook.

Landscape

11.94 An area of open land will remain alongside the allocation and development will therefore be required to consider the landscape setting and enhance the transition between the urban edge and the open countryside having regard to views / vistas into and out of the site.

Design

11.95 Development will need to set a new high quality design standard for this area and should draw upon the guidance in relevant Design Guides and Code. Specific parameters for the development of the site will be set out in the Masterplan.

Historic Environment

11.96 The Timperley Wedge Historic Environment Assessment 2020 considered the characterisation of the land in respect to the known archaeological, built heritage and historic landscape within the allocation. It assessed the potential for the development to affect designated and non-designated heritage assets, their settings and important views, and this has been taken into account in considering appropriate quantums of development for the site. The area of highest archaeological potential is within the south-western portion of the site. Although this particular area remains in the Green Belt there is potential for enhancement as part of development proposals.

11.97 Areas of particular sensitivity are the Deer Park and listed structures including Davenport Green Farmhouse, Hall and Barn. 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 to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

Utilities, environmental protection and climate change

11.98 Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management.

11.99 A high-quality coordinated drainage strategy will be required which is integrated with the green and blue environment and which is a key component of the new high quality design standard for this area.

11.100 Landowners and developers will be expected to work together in the interest of sustainable drainage. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

11.101 Noise mitigation such as fencing and bunds will ensure areas like the M56, Metrolink line and NPR are not seen to be bad neighbours to development.

Safeguarded Land

11.102 The Greater Manchester NPR Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the proposed NPR Airport station. The exceptional circumstances for taking 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 NPR. The south eastern area of the allocation, adjacent to the NPR station, has therefore been removed from the Green Belt to support the delivery of the wider Greater Manchester NPR Growth Strategy ambitions.

11.103 NPR will include the delivery of fast east west rail connections across the north, further enhancing public transport connections to the station.

11.104 The area around the proposed Manchester Airport NPR Station has been removed from the Green Belt but will only be considered a sustainable location after delivery of NPR Airport Station. It is likely much of this land will be utilised to support NPR during construction but after the delivery of NPR, land adjacent to the station could be available for potential housing and employment development that will benefit from this sustainable, well connected location.

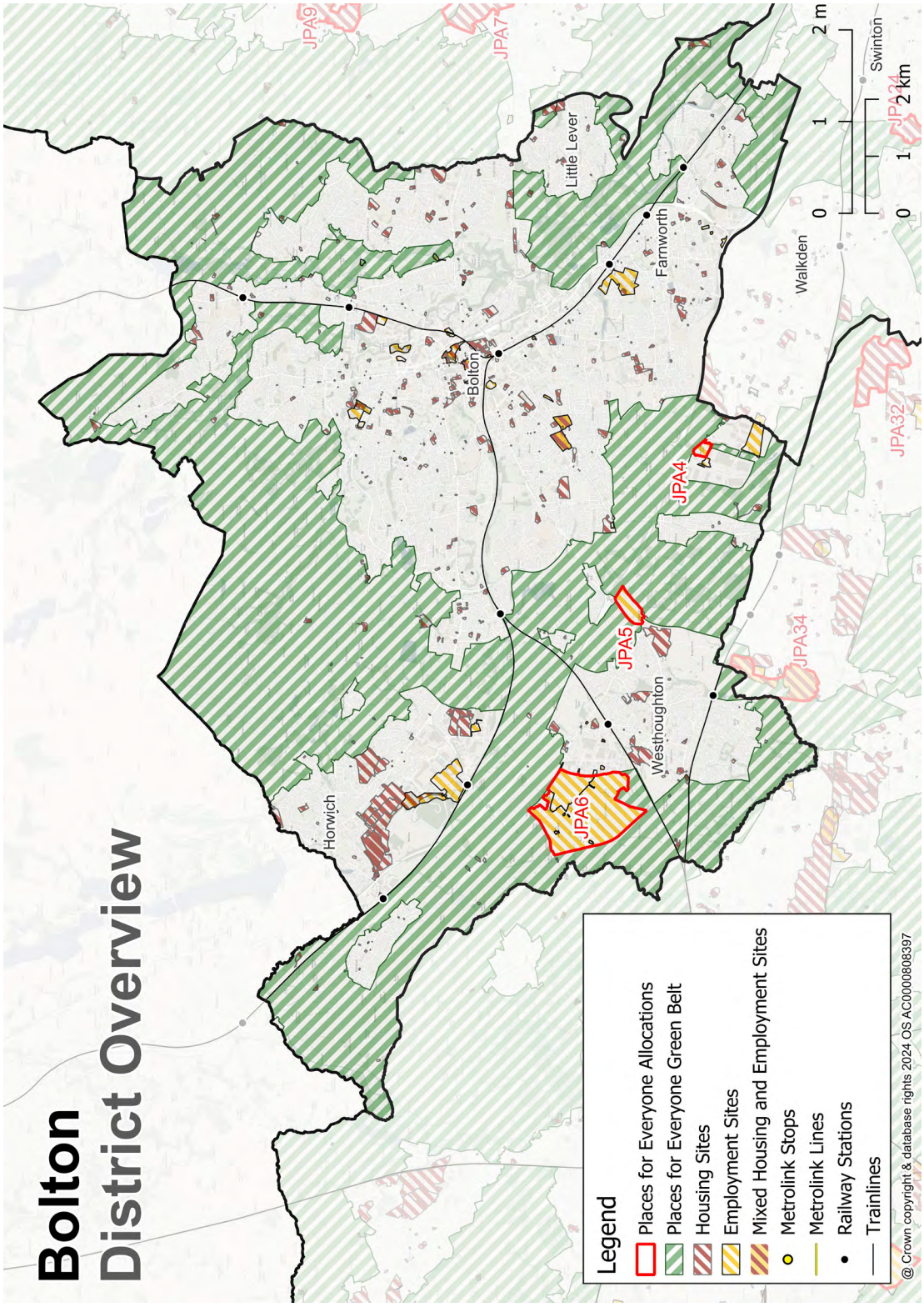
11.105 As part of the delivery of NPR a substantial landscaped screen / buffer will form a boundary to this land and housing on Brooks Drive and will form the new Green Belt boundary.

Blank page

Blank page

Strategic Allocations in Bolton

Picture 11.11 Bolton District Overview



Policy JP Allocation 4: Bewshill Farm

Picture 11.12 JPA 4 Bewshill Farm



Policy

Development at this site will be required to:

1. Provide a location for around 21,000 sqm of industrial and warehousing floorspace to compliment the adjacent development at Logistics North;
2. Take access from the Logistics North site;
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-C8;
4. Provide high quality landscaping especially along its prominent frontage with the A6;
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

6. 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

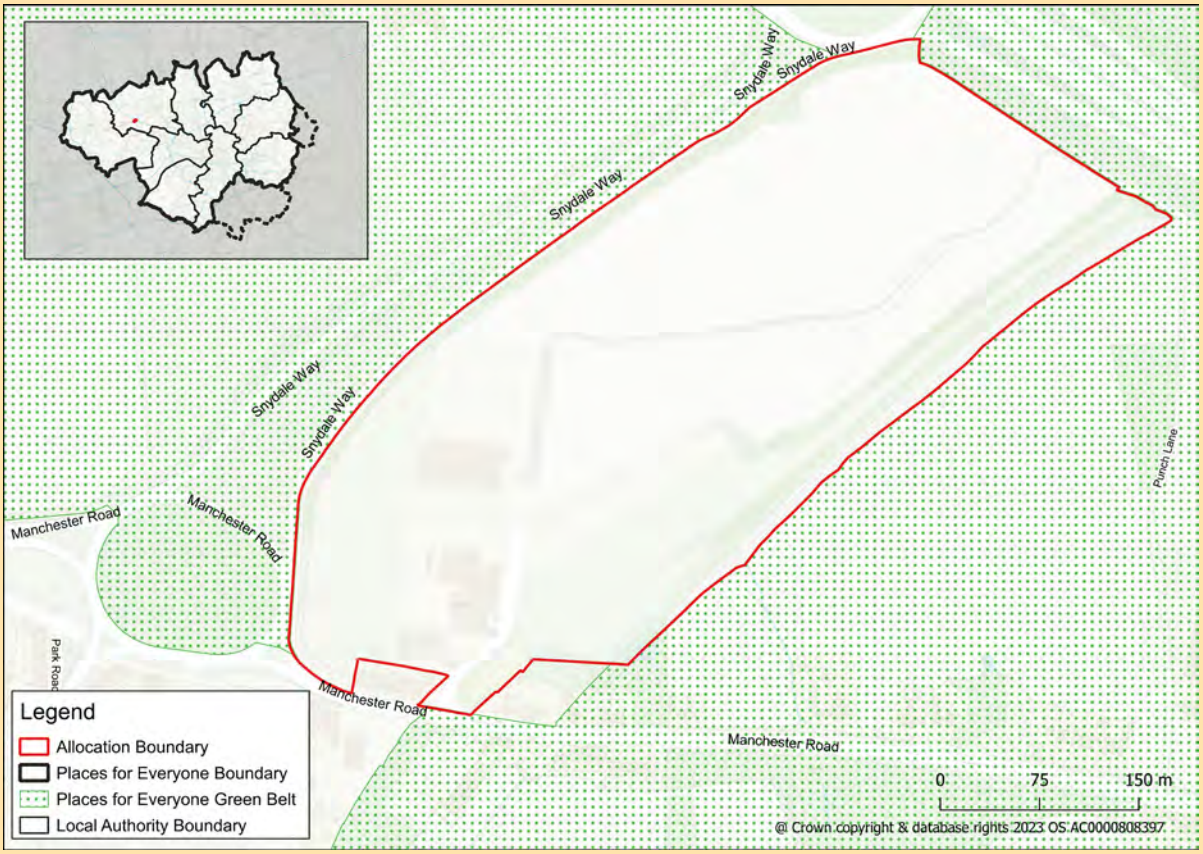
11.106 The Logistics North site at Over Hulton is currently experiencing considerable pressure for development and is almost completely committed. This site provides the opportunity for a modest extension to Logistics North. Development would be for industrial and warehousing uses to reflect the uses at Logistics North.

11.107 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).

11.108 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.

Policy JP Allocation 5: Chequerbent North

Picture 11.13 JPA 5 Chequerbent North



Policy

Development at this site will be required to:

1. Provide a location for around 25,000 sqm of industrial and warehousing floorspace in the Wigan to Bolton Growth Corridor;
2. Be accessed from the A6, with a potential access via Snydale Way, subject to detailed highway design considerations;
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-C8;
4. Mitigate impacts on the Highway Network including any necessary improvements to Chequerbent roundabout and/or other improvements identified through a transport assessment;

5. 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;
6. Take appropriate account of relevant heritage assets, and their settings, including Chequerbent Embankment Scheduled Monument, in accordance with policy JP-P2;
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; and
8. 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

11.109 The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments, including Logistics North.

11.110 There are no obstacles to the construction of the site and it could come forward within 5 years. Other developments in the vicinity may change the layout of the Chequerbent roundabout before the development of this site, and the requirements of this site to contribute to improving the roundabout will be considered at the time of any planning application.

11.111 Chequerbent Embankment, which runs along the eastern boundary of the allocation, was designated as a Scheduled Monument in February 2022. Any development would need to consider the impact on Chequerbent Embankment, and its setting, including through a Heritage Impact Statement.

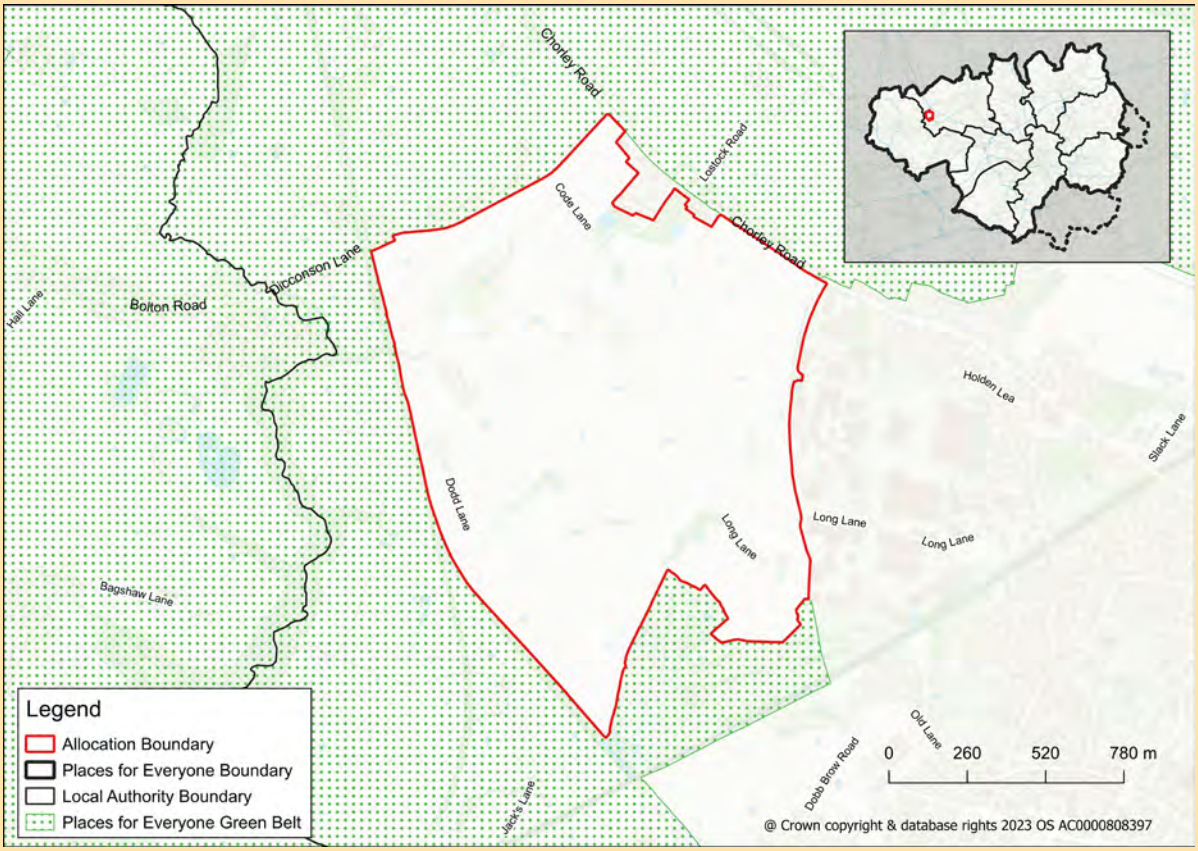
11.112 Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

11.113 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.

Policy JP Allocation 6: West of Wingates / M61 Junction 6

Picture 11.14 JPA 6 West of Wingates / M61 Junction 6



Policy

Development at this site will be required to:

1. Provide a location for around 440,000 sqm of industrial and warehousing floorspace;
2. Be in accordance with a comprehensive masterplan agreed by the local planning authority that shows phasing within the site, and which areas should or should not be developed, in accordance with policy JP-D1;
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-C8;

4. Ensure that the siting and scale of buildings and the landscape planting scheme minimises the prominence of the development and its impact upon the surrounding landscape and views;
5. Make provision for biodiversity, including taking appropriate account of Four Gates Site of Biological Importance, in accordance with policy JP-G8;
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-G2;
7. Define and strengthen the boundaries of the Green Belt around the site, particularly at Westhoughton Golf Course, such that they will comprise physical features that are readily recognisable and likely to be permanent;
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;
9. Ensure that there is no undue adverse impact of light pollution from the development and its associated operations;
10. Ensure that the integrity of the extensive network of existing rights of way is protected; and
11. 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

11.114 The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments, including Logistics North.

11.115 The Logistics North site at Over Hulton is currently experiencing considerable pressure for development and is almost completely committed.

11.116 Developing the land to the west of Wingates would allow a continuing supply of land for industry and warehousing in the M61 corridor and make a significant contribution to the economy of Bolton and the northern part of Greater Manchester. The size of the site and its location make it particularly appropriate for large scale distribution uses.

11.117 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.

11.118 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.

11.119 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).

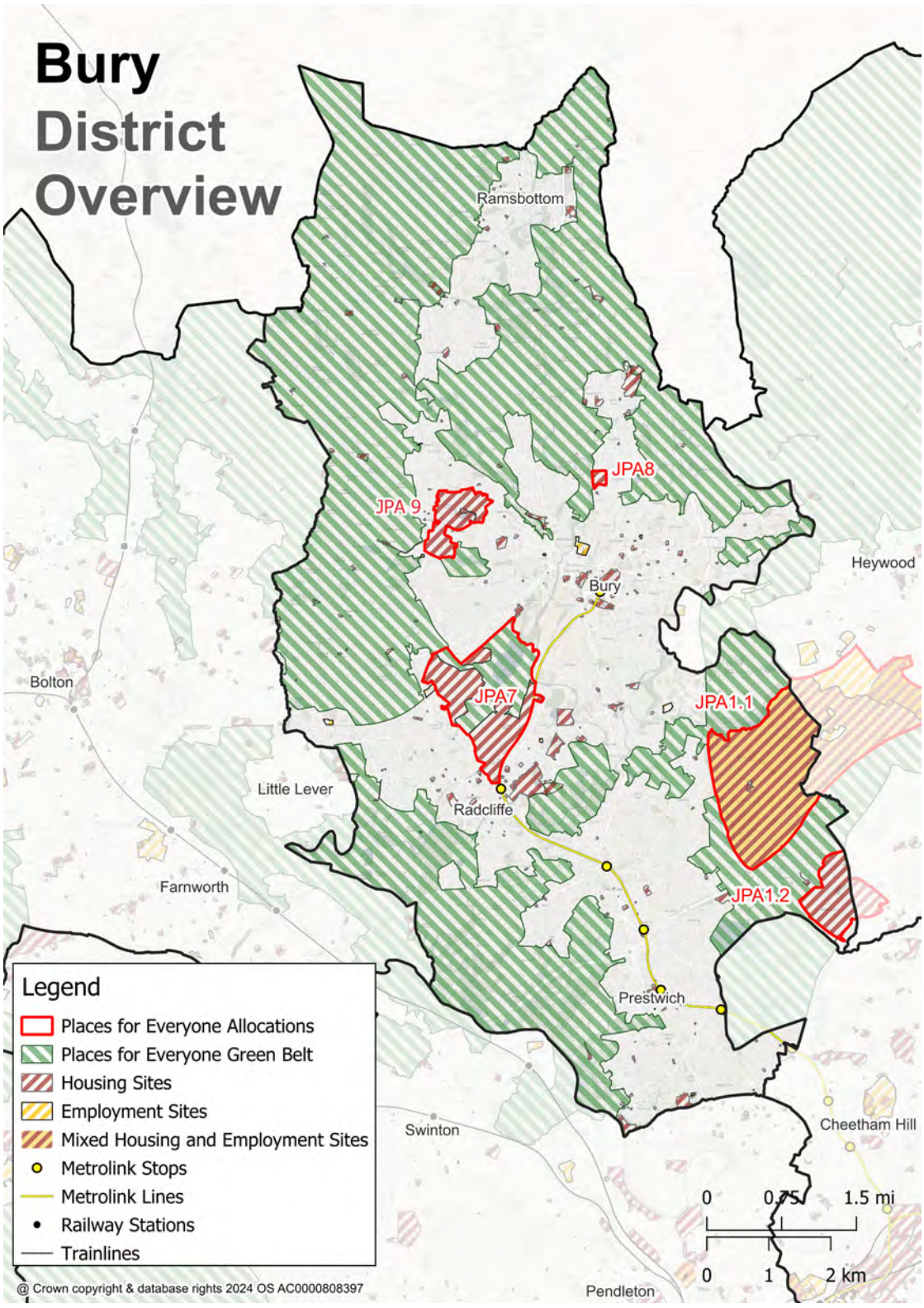
11.120 The allocation is identified as containing Mineral Safeguarding Areas for sandstone (11.5% of the site); surface coal (99.4%); and brickclay (99.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against 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.

Blank Page

Blank page

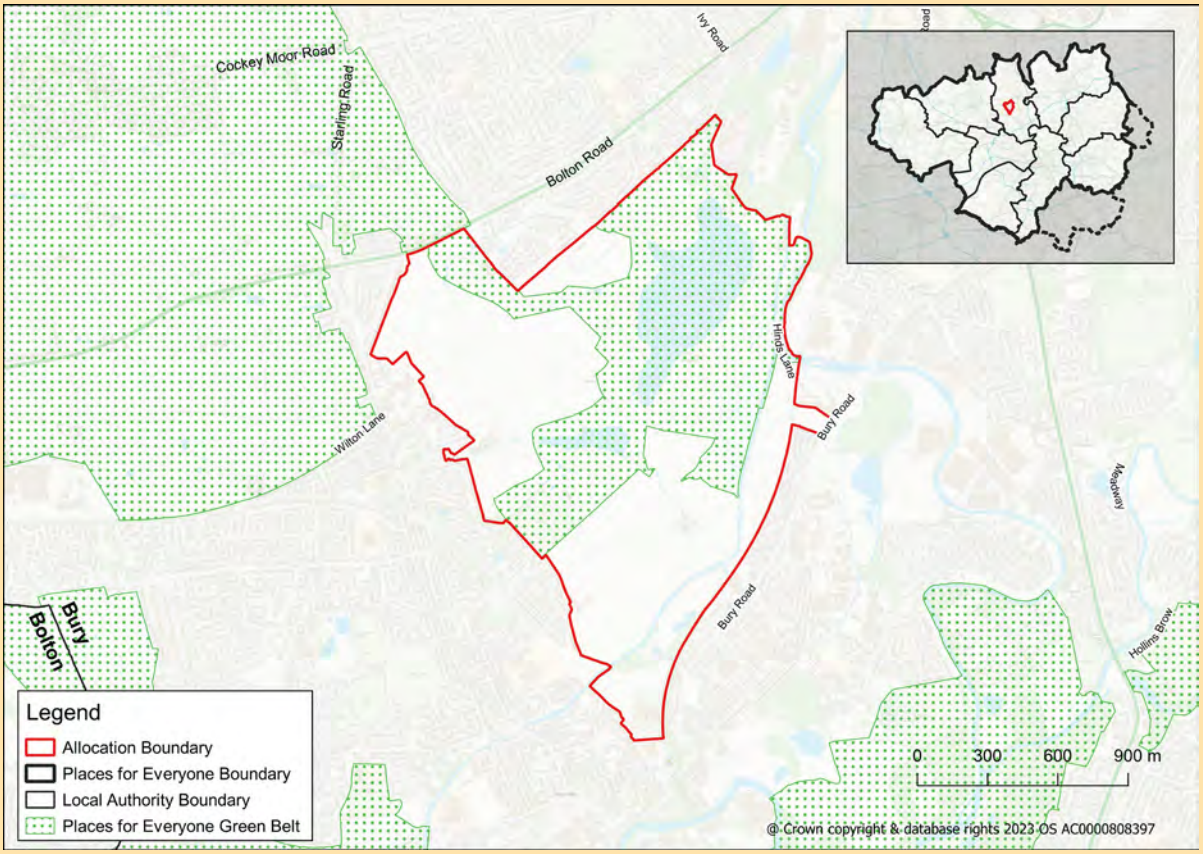
Strategic Allocations in Bury

Picture 11.15 Bury District Overview



Policy JP Allocation 7: Elton Reservoir

Picture 11.16 JPA 7 Elton Reservoir



Policy

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been 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'.

Development within this allocation will be required to:

1. 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 (subject to local demand as set out in the Council's self-build register) 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 2,100 of these homes will be delivered during the plan period;

2. Make provision for key enabling infrastructure including:

   i. A north-south strategic spine road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe that is designed to be suitable for buses, would not adversely impact on the operation of Metrolink services, incorporates provision for active travel and is in line with local design standards;
   ii. A strategic connection from the spine road to Spring Lane, Radcliffe via the former Coney Green High School site that is designed to be suitable for buses, incorporates provision for active travel and is in line with local design standards;
   iii. 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-C8; and
   iv. Appropriate structural upgrades to Elton Reservoir, where required.

   Residential development within the allocation will be controlled to ensure that the rate of housing delivery is coordinated with the implementation of the above infrastructure (or key elements of it);

3. Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership);
4. Make provision for two new two-form entry primary schools to meet needs generated by the development, in accordance with policy JP-P5;
5. 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 needs generated by the development, in accordance with policy JP-P5;
6. 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;
7. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to Inner Radcliffe, Radcliffe town centre, Radcliffe Metrolink station, local schools and Bury town centre;

8. 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;
9. 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 including 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;
10. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within the site in accordance with Policy JP-G2;
11. Define and/or strengthen the boundaries of the retained area of Green Belt within the site such that it will comprise physical features that are readily recognisable and likely to be permanent;
12. Make provision for biodiversity, including taking appropriate account of SBIs at Elton Reservoir; Manchester, Bolton and Bury Canal (East); Elton Goit; Withins Reservoir; Black Lane Marl Pits; and Radcliffe Wetlands in accordance with Policy JP-G8;
13. Ensure the allocation is safe from and mitigates for potential flood risk from all sources including the River Irwell, Elton and Withins Reservoir and surface water and does not increase the flood risk elsewhere. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
14. Take appropriate account of relevant heritage assets, and their setting, including the Old Hall Farmhouse Grade II Listed Building in accordance with Policy JP-P2; and
15. 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

11.121 The area around Elton Reservoir is of strategic significance, not only for Bury, but also in the Greater Manchester context given that it will bring forward one of the joint plan's largest contributions to future housing supply and provide a diverse mix of house types and affordable housing provision for the Bury and Radcliffe areas.

11.122 The allocation is almost entirely surrounded by the existing urban area and is well-connected to existing infrastructure although the delivery of around 3,500 new homes will require the provision of significant levels of new and improved highways, public transport and other supporting infrastructure. Although the allocation has the capacity to deliver a total of around 3,500 new homes, it is anticipated that around 2,100 of these will be delivered within the plan period. Nevertheless, it is considered necessary to release the site in full at this stage given that the scale of the proposed development means that it will need to be supported by significant strategic infrastructure and this level of investment needs the certainty that the remaining development will still be able to come forward beyond the plan period.

11.123 Fundamental to the delivery of residential development in this area will be the provision of major highways infrastructure. This will include the need to incorporate a strategic north-south spine road through the allocation connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe. This will provide an essential alternative to Bury Bridge for traffic travelling south towards Manchester from the west Bury area. The new road must not adversely impact on the operation of Metrolink services. Furthermore, in order to improve linkages to and assist in the physical and social regeneration of inner Radcliffe and Radcliffe town centre, there is a need to provide a significant spur road connecting the allocation to Spring Lane via the former Coney Green High School site. The new highways infrastructure must be in place before significant amounts of housing are developed and this should be reflected in the Phasing Strategy.

11.124 Proposals for development of the allocation will be required to fully assess the impacts on traffic generation on existing highways and, where necessary, to incorporate or facilitate the delivery of the required improvements to other roads and junctions.

11.125 The Bury to Manchester Metrolink line runs along the eastern edge of this area and, in order to reduce reliance on the car, development within the allocation will be required to incorporate the provision of a new Metrolink stop and any associated park and ride facilities in the Warth area. Direct walking and cycling connections to the Metrolink stop will also be necessary.

11.126 New development and investment in this area will need to be fully integrated into the existing urban fabric and with surrounding neighbourhoods and communities. In doing so, any development will need to facilitate new pedestrian and cycle links through the development and into surrounding areas. This will include strong linkages to Inner Radcliffe and Radcliffe town centre, Radcliffe Metrolink and local schools which, in addition to the spur

road, will further help in supporting on-going physical and social regeneration efforts in this area.

11.127 Development of this scale will significantly increase demands for education provision and, as a result, the development will need to include the provision of new facilities for primary and secondary education. It will also generate a need to make provision for appropriate local centres that are more accessible to and meet the day-to-day needs of surrounding communities.

11.128 A significant amount of the allocation is to remain as Green Belt. This provides the opportunity to significantly enhance the green infrastructure and biodiversity value of the allocation, enhance and incorporate existing assets such as the priority habitats and the water features of Elton and Withins Reservoirs and the Manchester and Bolton and Bury Canal and improve access to open space for the local community. The development will need to have regard to existing features of ecological and wildlife interest by minimising impacts on and providing net gains for biodiversity.

11.129 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). A significant corridor of land through this site is retained as Green Belt and this should be the focus of compensatory improvements.

11.130 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.

11.131 Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy in accordance with Policy JP-S4 which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should connect with the public sewer.

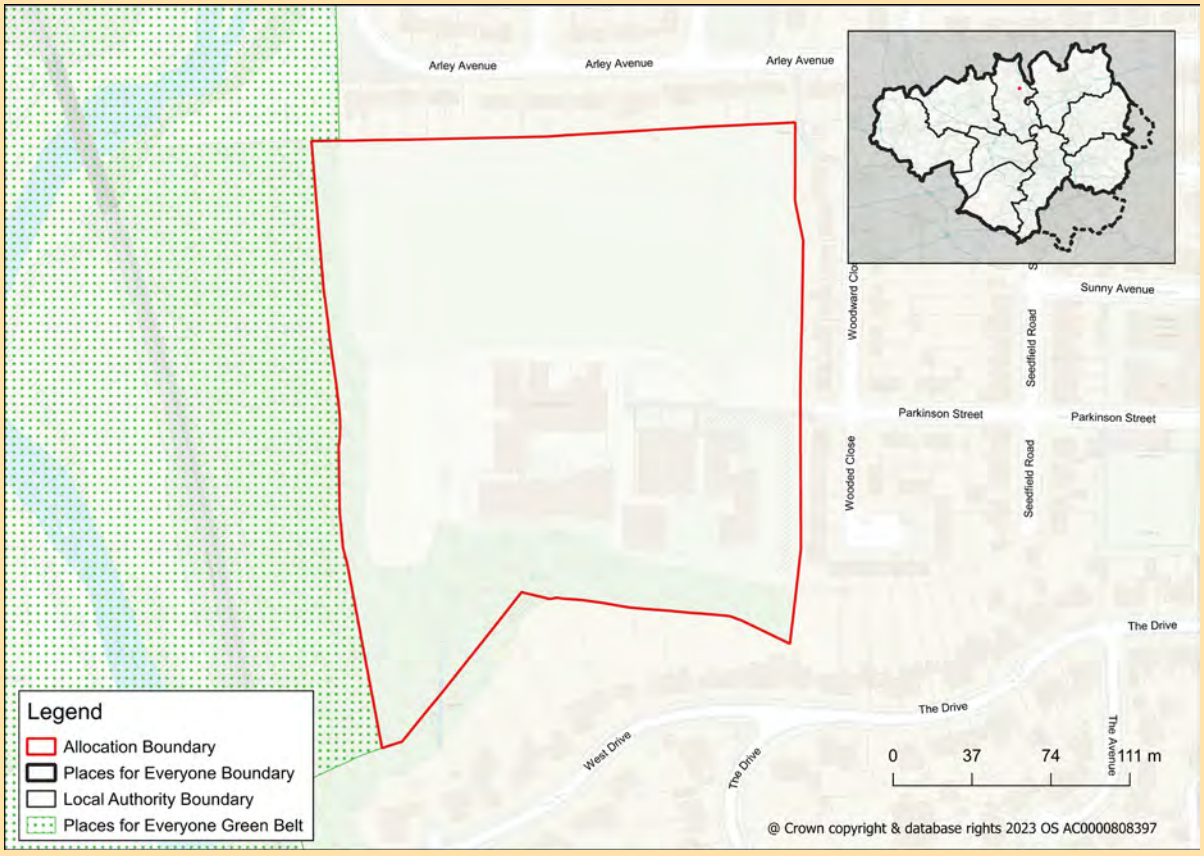
11.132 Structural upgrades may be required to Elton Reservoir to reflect any changes to the categorisation of the reservoir as a result of new residential development being located downstream.

11.133 There is one Grade II Listed Building within the allocation – Old Hall Farmhouse and there are a number of locally listed buildings and structures throughout the allocation. Any development will be required to respect the setting of the Farmhouse and capitalise on opportunities to draw on the contribution that the Farmhouse makes to the character of the area. The completion of a Heritage Impact Assessment will be required.

11.134 The allocation is identified as containing Mineral Safeguarding Areas for sandstone (15.5% of the site); sand and gravel (40.2%); surface coal (96.2%); and brickclay (96.2%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Policy JP Allocation 8: Seedfield

Picture 11.17 JPA 8 Seedfield



Policy

Development in this allocation will be required to:

1. Deliver a broad mix of around 140 homes to diversify the type of accommodation in the Seedfield area;
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-C8;
3. Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of around 60% social or affordable rented and 40% affordable home ownership);
4. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links to Burrs Country Park and employment opportunities in Bury Town Centre;
5. Retain and enhance existing recreation facilities or, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location;
6. Retain and enhance the wildlife corridor and green infrastructure to the west and south of the allocation and introduce appropriate mitigation measures in accordance with Policy JP-G2 'Green Infrastructure Network';
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; and
8. 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

11.135 The allocation is well-connected to the existing urban area and is less than 2 kilometres from Bury town centre. It provides an opportunity to deliver a diverse mix of house types and affordable housing provision for the Seedfield area.

11.136 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 existing playing fields within the allocation are to be lost

to development. It will be important that the replacement provision is laid out and usable prior to the commencement of any development on the existing playing fields within the Seedfield allocation.

11.137 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).

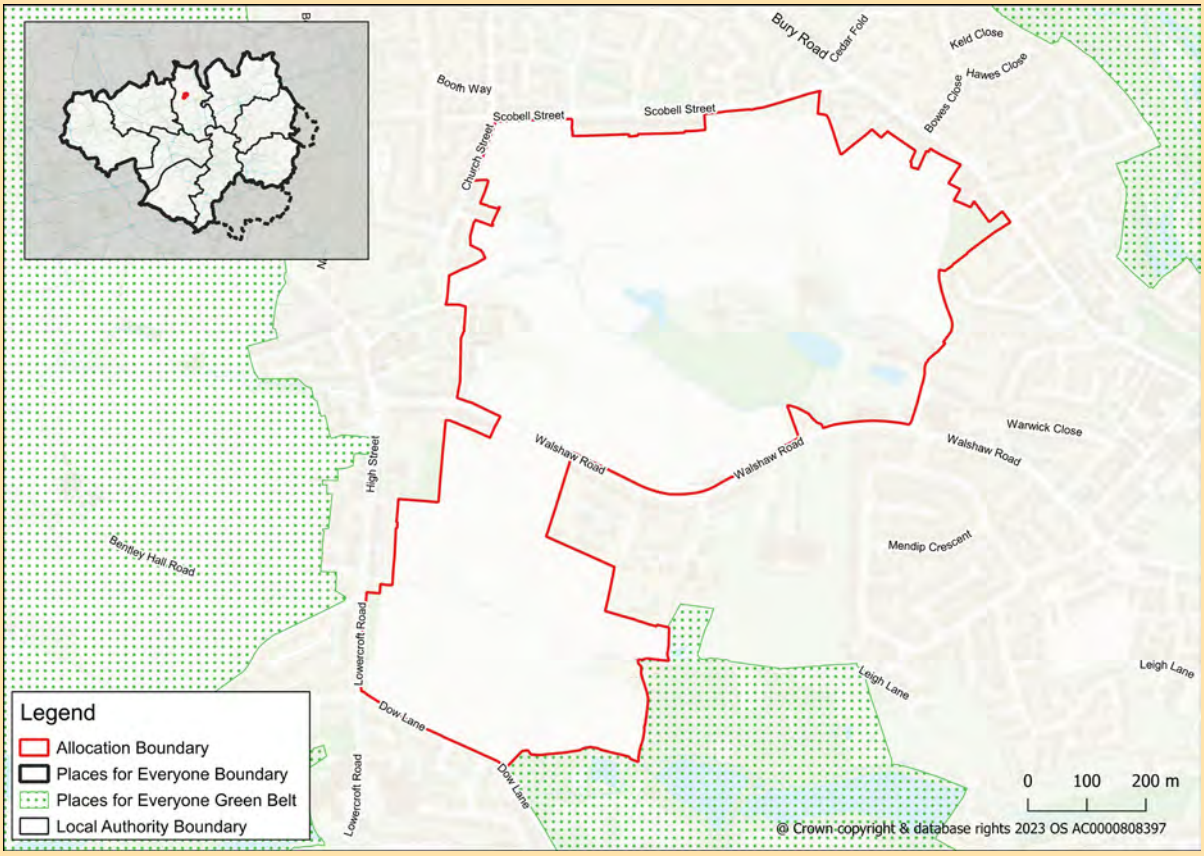
11.138 The attractive setting of the development will be further strengthened by the provision of improved east/west pedestrian and cycle linkages, particularly to and from the expanding leisure attractions at Burrs Country Park.

11.139 Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy in accordance with Policy JP-S4. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should connect with the public sewer.

11.140 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.

Policy JP Allocation 9: Walshaw

Picture 11.18 JPA 9 Walshaw



Policy

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been 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'.

Development in this allocation will be required to:

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 (subject to local demand as set out in the Council's self-build register);

2. 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;
3. 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;
4. 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-C8;
5. Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings proposed on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership);
6. Make provision for a new one-form entry primary school and make financial contributions for off-site additional secondary school provision to meet needs generated by the development in accordance with Policy JP-P5;
7. Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities required to serve purely local needs and ensure that it is integrated within existing communities;
8. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to the recreation areas at Dow Lane, Elton Vale, Whitehead Lodges as well as Walshaw Village and Bury Town Centre;
9. Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation including the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks;
10. 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;
11. Define and/or strengthen the boundaries of the Green Belt to the south-east of the site such that it will comprise physical features that are readily recognisable and likely to be permanent;
12. Take appropriate account of relevant heritage assets, and their setting, including the Christ Church Grade II* Listed Building, in accordance with Policy JP-P2; and
13. 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

11.141 This is an extensive area of land occupying a sustainable and well-connected location set entirely within the existing urban area. The land is loosely bounded by the urban areas of Tottington to the north, Woolfold and Elton to the east Lowercroft to the south and Walshaw to the west.

11.142 The allocation has the potential to deliver around 1,250 houses, providing a diverse mix of house types and affordable housing provision for the local area.

11.143 This number of new homes will require significant improvements to the local highway network to accommodate increased traffic generation. This will require the provision of a new route through the allocation that provides an alternative to the use of the existing highway network through Walshaw and may require a contribution to the proposed strategic route through the Elton Reservoir allocation which will also allow traffic from the Walshaw area to travel south without needing to travel through Bury town centre. The development will need to facilitate improvements to public transport into and around the allocation in order to allow for more sustainable transport choices.

11.144 The scale of the development will create additional demands for education and the provision of a new one-form entry primary school and contributions to off-site secondary school provision will be required in order to accommodate needs that cannot be met through existing facilities.

11.145 The development will generate the need to make provision for a new accessible local centre providing facilities such as shops, health facilities and community facilities.

11.146 Existing sport and recreational facilities at Dow Lane and Elton Vale Sports Club are situated to the south of the allocation and the development should incorporate a green corridor to provide access from the allocation to these existing recreational assets.

11.147 The development will need to have regard to any existing ecological and wildlife features including Walshaw and Elton Brooks which run through the northern and southern parts of the allocation by minimising impacts on and providing net gains for biodiversity. The brooks should provide the focal point for the creation of a good quality green infrastructure network providing publicly accessible open spaces and recreational opportunities for residents in the area. Such a network should seek to maximise the value of existing features and areas of nature conservation value and offer opportunities for active travel, particularly between homes, schools, shops, places of work and recreation. Connectivity from west to east is already well established although there is potential for improved pedestrian and cycle routes linking Tottington

in the north to Elton and Starling in the south. There are existing reservoirs within the allocation and other opportunities for blue infrastructure may exist to enhance visual amenity, provide sustainable drainage and widen local biodiversity.

11.148 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).

11.149 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.

11.150 To reduce the risk of flooding, the development should minimise the risk associated with inadequate sewer capacity and minimise and control the rate of surface water run-off through an appropriate drainage strategy in accordance with Policy JP-S4 and, where possible, safeguard land within the allocation for flood storage. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should connect with the public sewer.

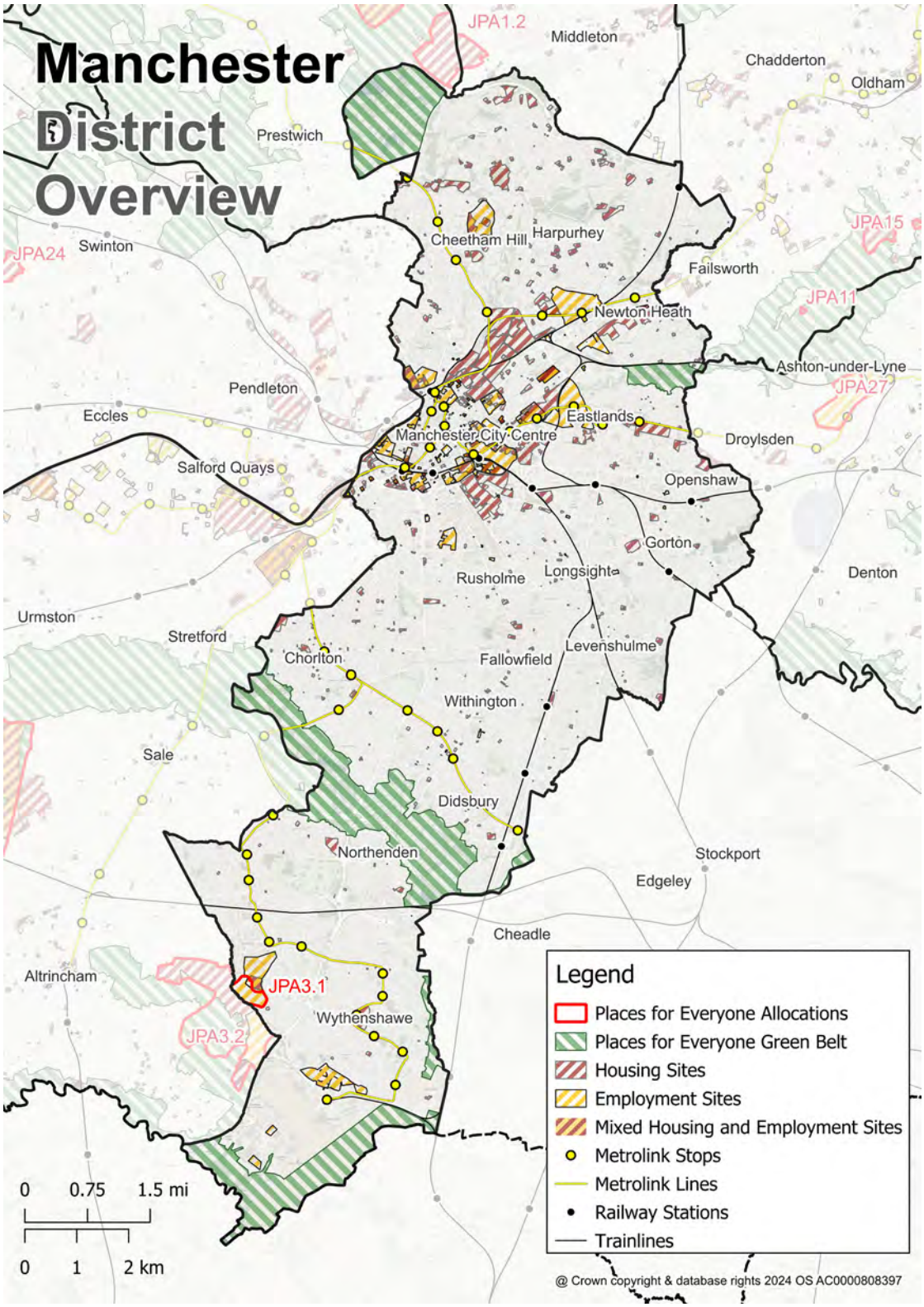
11.151 Christ Church in Walshaw is a Grade II* Listed Building sitting adjacent to the allocation. Any development will, therefore, be required to respect the setting of the church and capitalise on opportunities to draw on the contribution that the church makes to the character of the area. The completion of a Heritage Impact Assessment will be required.

11.152 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.

Blank Page

Manchester District Overview

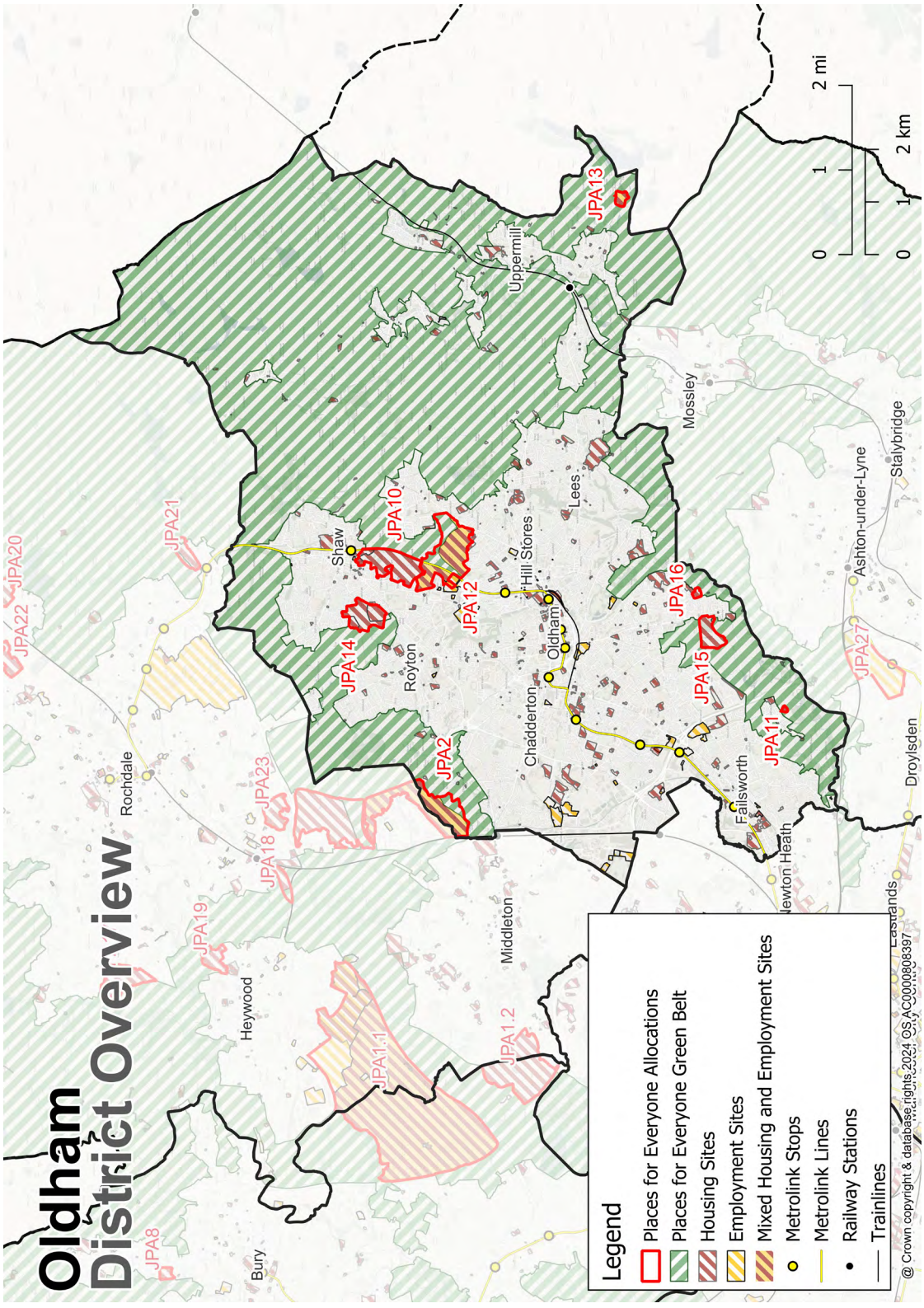
Picture 11.19 Manchester District Overview



Blank Page

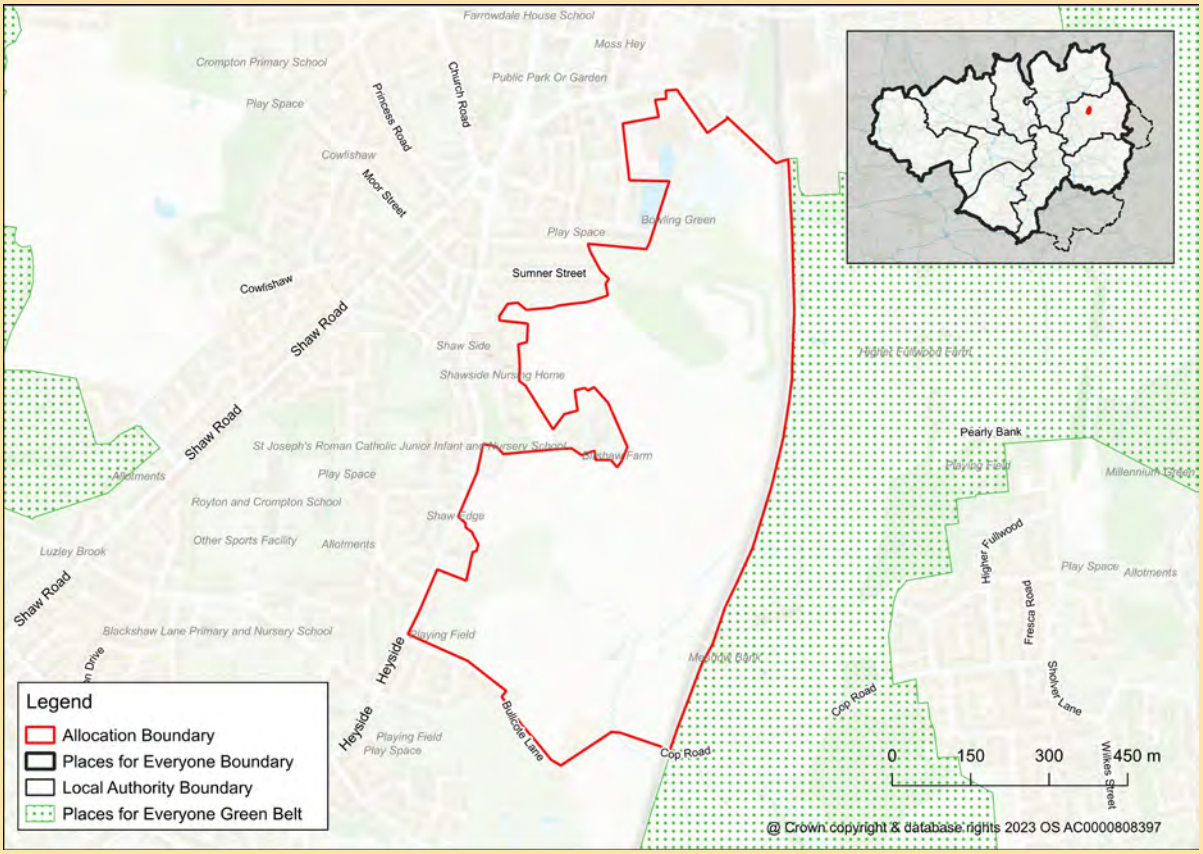
Strategic Allocations in Oldham

Picture 11.20 Oldham District Overview



Policy JP Allocation 10: Beal Valley

Picture 11.21 JPA 10 Beal Valley



Policy

Development on this site will be required to:

1. 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;
2. 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;
3. 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 Oldham 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;

4. Safeguard an accessible route for walking and cycling connections from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Centre and further improve connectivity to the local area and beyond;
5. Provide a proportionate and evidence-based contribution to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations;
6. 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 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;
7. 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-C8;
8. 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;
9. 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;
10. 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;
11. Make provision for biodiversity, including taking appropriate account of Shawside SBI, areas of priority habitat, including Deciduous Woodland and Lowland Fens, and Twingates local nature reserve, in accordance with policy JP-G8;
12. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);
13. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality;
14. 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 with relevant local plan requirements;
15. Make provision for onsite, and/or financial contributions towards offsite,

additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5 and subject to the requirements of the agreed masterplan for the allocation;

16. Take appropriate account of relevant heritage assets, and their settings, including the listed buildings of Birshaw House and New Bank, in accordance with policy JP-P2;
17. Include provision for a wetland catchment area, in liaison with the Environment Agency, the Lead Local Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure;
18. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there are no adverse impacts to groundwater resources or groundwater quality and to ensure compliance with the Environment Agency's approach to groundwater protection and any relevant position statements;
19. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes; and
20. 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

11.153 The site is currently designated as Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan. There are also two brownfield sites in the northern part of the allocation; these are included within the red line to ensure they form part of the comprehensive development of the site. They are not included in the residential capacity set out in the policy, as they are already identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment (SHLAA).

11.154 Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to, and enhance, the housing mix within the area through adding to the type and range of housing available.

11.155 Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.156 The site is in a sustainable and accessible location, on the edge of a large area of open land and in a strong housing market which offers the potential to provide a range of high-quality housing in an attractive setting. It is located near to existing residential communities, including Shaw Centre, and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this site and the Broadbent Moss site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.

11.157 The main points of access will be from Oldham Road (directly into the allocation) and from Ripponden Road to the south and east (as part of the Broadbent Moss allocation. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to the wider area. A network of accessible walking and cycling routes will be provided through the site and a route through the northern part of the site is to be safeguarded to provide sustainable and active travel options for movement to and from Shaw Centre. Development of this northern part of the site will have highway access linking to the adjoining existing local road network.

11.158 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 policies JP-P5 and JP-P6 and relevant local plan requirements.

11.159 The site is split into two halves – the developable area to the west, close to the existing urban area, and the green wedge to the east, reflecting the topographical constraints of the site. The policy protects this green wedge from development and provides an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (Shawside SBI and Twingates local nature reserve) and other non-designated ecology, as well as improving access to the open countryside for the local community. Deciduous Woodland and Lowland Fen priority habitats are located in the northern part of the allocation.

11.160 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 and protected 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.

11.161 The allocations provide an opportunity to demonstrate an exemplar development, using green infrastructure that can be designed in a way to support local biodiversity, and strengthen coherent ecological networks beyond the site boundary. There is an opportunity to use SUDs, following the existing site hydrology, to create a network of wetlands that incorporate and enhance the existing fen, pond and watercourses within the site.

11.162 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).

11.163 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 policy JP-G5, criterion 7 (c).

11.164 Relevant heritage assets and their settings, 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.

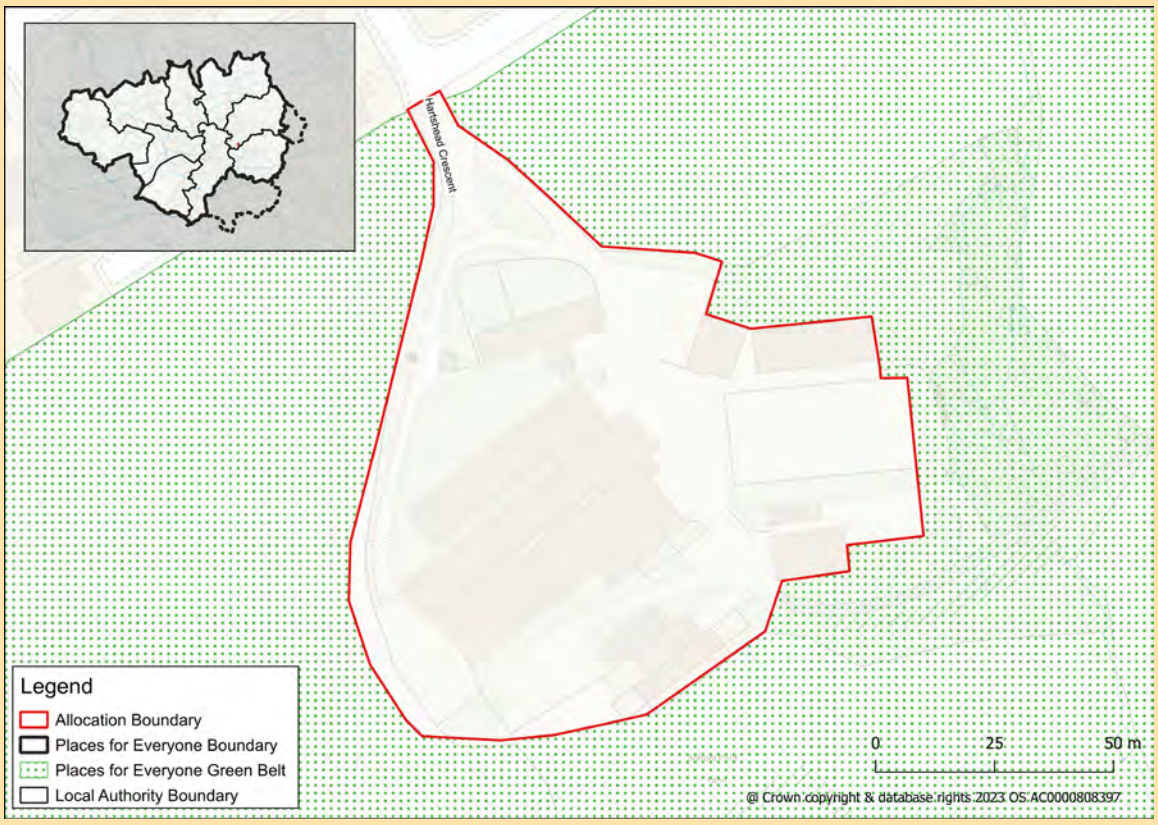
11.165 A flood risk assessment will be required to inform any development, in accordance with policy JP-S4. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates and be supported by a maintenance plan.

11.166 The area in the south-eastern corner, which falls within Flood Zone 3, also offers an opportunity, working with the Environment Agency and Lead Local Flood Authority, to develop a wetland catchment area. As well as being an attractive feature of the site, this will allow the site to take a strategic approach to flood risk management and provide additional opportunities for upstream flood storage.

11.167 The allocation is identified as a Minerals Safeguarding Area 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.

Policy JP Allocation 11: Bottom Field Farm (Woodhouses)

Picture 11.22 JPA 11 Bottom Field Farm (Woodhouses)



Policy

Development of this site will be required to:

1. 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;

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-C8;
3. 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;
4. 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;
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;
6. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5; and
7. 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

11.168 The site is currently designated as Green Belt in the Oldham Local Plan. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to contribute to meeting local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area, adding to the type and range of housing available. The location of the site, in a strong housing market, provides the potential for a range of high-quality housing in an attractive and accessible location.

11.169 Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.170 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 new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.

11.171 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.

11.172 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).

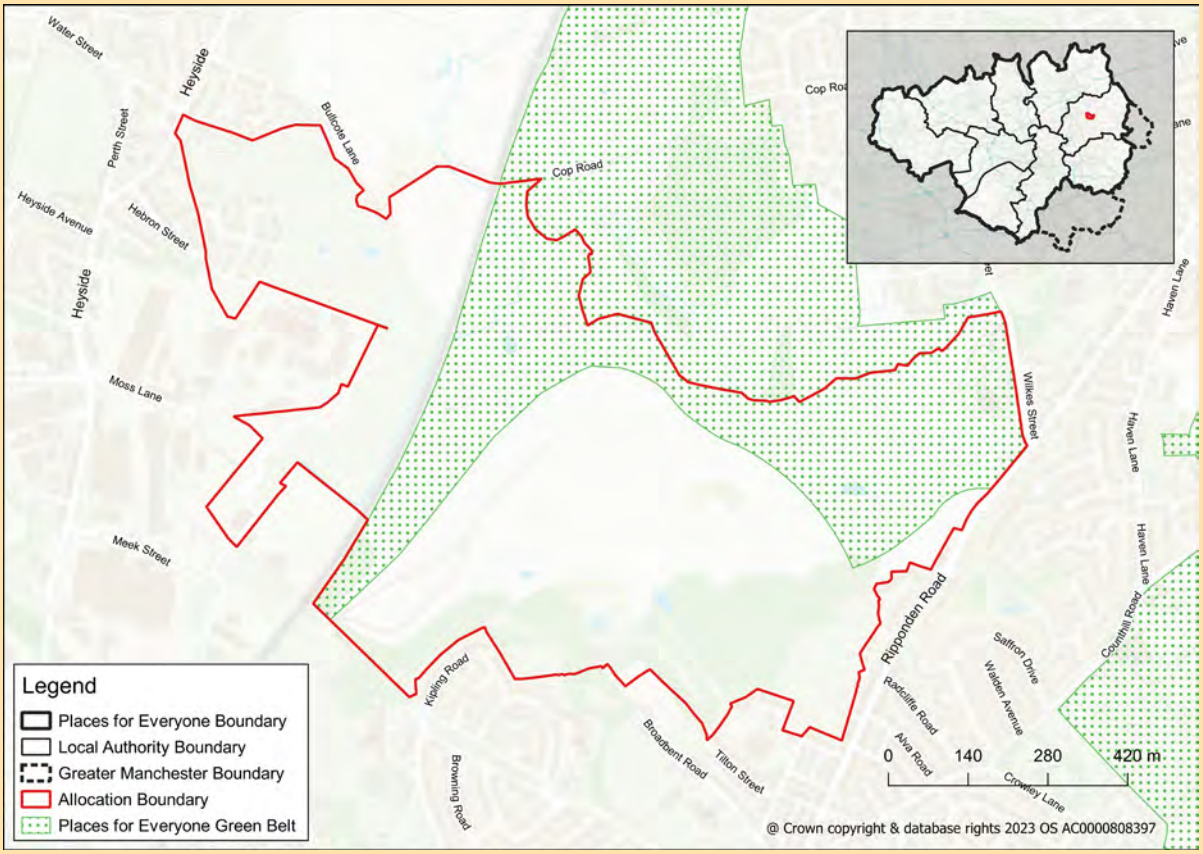
11.173 The site is close to Woodhouses Village Conservation Area, as such any development should be in keeping with the local character of the conservation area in terms of materials, design and landscaping in accordance with policy JP-P1.

11.174 A flood risk assessment will be required to inform any development, in accordance with policy JP-S4. A comprehensive drainage strategy for the site as a whole should be prepared, in line with the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Proposals should be supported by a maintenance plan.

11.175 The allocation is identified as containing Mineral Safeguarding Areas for: brickclay (92.5% of the site); and surface coal (99.8% 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.

Policy JP Allocation 12: Broadbent Moss

Picture 11.23 JPA 12 Broadbent Moss



Policy

Development on the site will be required to:

1. 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;
2. 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 housing in accordance with policy JP-H4 adjacent to the proposed Metrolink stop. It is estimated that around 376 of these homes will be delivered post 2039;

3. Deliver around 21,000 sqm of industrial and warehouse floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;
4. 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 JPA10 Beal Valley allocation. The spine road from allocation JPA10 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 JPA10. The industrial and warehouse development will be accessed from the existing industrial estate;
5. Safeguard land for, and provide a proportionate and evidence-based contribution towards, the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity;
6. 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-C8;
7. 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 the site;
8. 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;
9. 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;
10. 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;
11. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within, and in the vicinity of, the site in accordance with policy JP-G2;
12. Make provision for biodiversity, including taking appropriate account of areas of priority habitat, including Deciduous Woodland and Lowland Fens, in accordance with policy JP-G8;
13. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);

14. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality;
15. Make provision for onsite, and/or financial contributions towards offsite, additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5 and subject to the requirements of the agreed masterplan for the allocation;
16. 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 must avoid Flood Zone 3b, and deliver any appropriate recommendations, including those within the Strategic Flood Risk Assessment (SFRA) Level 2 Site Assessment Summary, ensuring development is safe and does not increase flood risk elsewhere. Natural sustainable drainage systems should be, integrated as part of the multifunctional green infrastructure network and delivered in line with the GM Level 1 SFRA advice. Opportunities to use natural flood management and highway SUD's features should be explored;
17. Include provision for a wetland catchment area, in liaison with the Environment Agency, Lead Local Flood Authority and Greater Manchester Ecology Unity, in the northern central part of the site to the south of Cop Road within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating SUDs;
18. Have regard to the Groundwater Source Protection Zone in the design of the development, to ensure that there are no adverse impacts to groundwater resources or groundwater quality, and to ensure compliance with the Environment Agency approach to groundwater protection and any relevant position statements. A detailed hydrological assessment should support any planning application within this zone;
19. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes;
20. Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment), where new residential development adjoins Higginshaw Business Employment Area and the proposed extension; and
21. 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

11.176 The site is currently designated as Land Reserved for Future Development (LRFD), Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan. Land at Hebron Street (with planning permission for 77 homes) is included in the red line boundary to ensure it forms part of the comprehensive development. It is not included in the residential capacity set out in the policy as it has already been identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment (SHLAA). It is therefore anticipated that around 998 homes will be delivered during the plan period. The scale of development proposed means that a proportion of the site capacity may fall outside the plan period.

11.177 Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area through adding to the type and range of housing available.

11.178 Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.179 Development of the site will also provide the opportunity to enhance and extend the existing employment offer at Higginshaw BEA and across the borough, which would otherwise have limited opportunity to emerge elsewhere due to the built-up nature of the borough.

11.180 The site is in a sustainable and accessible location, on the edge of a large area of open land. It is located near to existing neighbouring residential communities and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this and the Beal Valley allocation, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.

11.181 The proposed spine road through the site provides the opportunity to improve connectivity to Shaw Centre, Beal Valley to the north and the wider area. Improvements to the highway network will help to improve connectivity to the wider area by a range of modes of travel, in particular providing connections to Sholver.

11.182 The main points of access to the site will be from Ripponden Road to the east and (via JPA10 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. South of Cop Road, the new link will continue through the Broadbent Moss allocation, to form an east-west connection with 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.

11.183 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 policies JP-P5 and JP-P6 and relevant local plan requirements.

11.184 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.

11.185 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 an opportunity to 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).

11.186 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.

11.187 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 and protected 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.

11.188 The site allocations provide an opportunity to demonstrate an exemplar development using green infrastructure, that can be designed in such a way that it can support local biodiversity and strengthen coherent ecological networks beyond the site boundary, creating a resilient landscape through a network of connected sites. There is an opportunity to use Sustainable Urban Drainage (SUDs) systems following the existing site hydrology, to create a network of wetlands that enhance and incorporate the existing fen, pond and watercourses within the site that is subject to hydrological investigations.

11.189 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 policy JP-G5, criterion 7 (c).

11.190 A flood risk assessment will be required to inform any development. A comprehensive drainage strategy for the whole site should be prepared 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. Proposals should apply greenfield run off rates and be supported by a maintenance plan. Regard should be had to the GM SFRA SUDs guidance. The area in the northern central part of the site, and which falls within Flood Zone 3, also offers an opportunity, working with the Environment Agency and Local Lead Flood Authority, to develop a wetland catchment area which, as well as being an attractive feature of the site, will allow a strategic approach to flood risk management and provide additional opportunities for upstream flood storage.

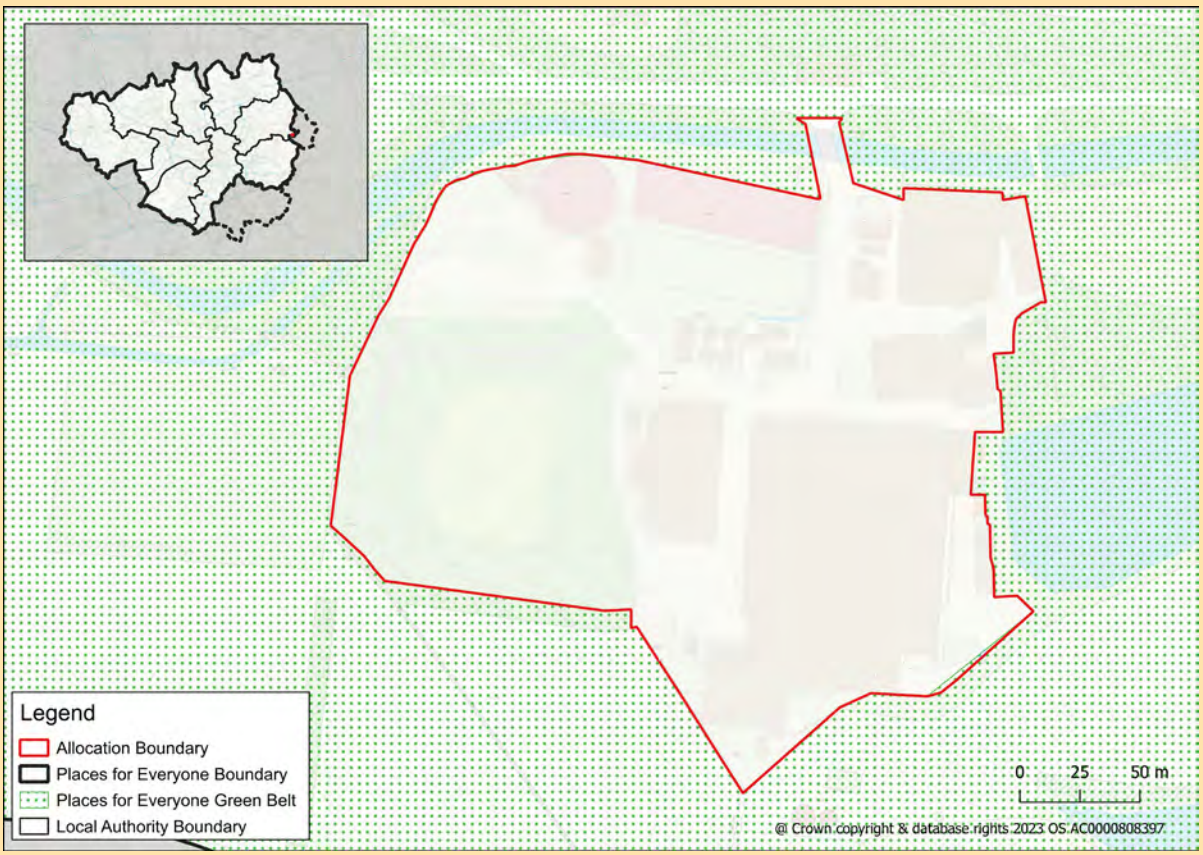
11.191 Part of the allocation is in within a Source Protection Zone. Any planning applications within this zone are expected to be supported by a detailed hydrological assessment. This will need to consider the vulnerability of the land and to propose suitable mitigation measures which will be employed to reduce the risk of pollution of groundwater.

11.192 The allocation is identified as a Minerals Safeguarding Area 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.

Policy JP Allocation 13: Chew Brook Vale (Robert Fletchers)

Picture 11.24 JPA13 Chew Brook Vale (Robert Fletchers)



Policy

Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan and design code agreed by the local authority. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 138 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;

3. Provide a range of commercial, leisure and retail facilities of up to 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;
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-C8 including 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;
5. 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 neighbouring communities, including Greenfield, Dove Stone reservoir and the surrounding countryside. This should include footpath networks and recreation routes that incorporate existing trees and habitat areas, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas surrounding the site;
6. 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;
7. Make provision for biodiversity, including taking appropriate account of areas of adjoining priority habitat, including Deciduous Woodland, in accordance with policy JP-G8;
8. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7(c);
9. Be designed to relate positively to Chew Brook along the northern boundary, and other watercourses running through the site, integrating them as part of the multi-functional green infrastructure network, creating green routes along the watercourses, ensuring that development is set back to allow ecological movement, and providing opportunities to improve the existing water quality;
10. 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;
11. 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;
12. Make financial contributions for offsite additional primary and/or secondary

school provision to meet needs generated by the development in accordance with policy JP-P5;

13. 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
14. 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 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.

Reasoned Justification

11.193 The site comprises the redundant Robert Fletchers mill complex, which is brownfield land. Given the previous use of the Robert Fletchers site as a paper mill, and its subsequent dereliction, it is considered that the need for remediation will be high contributing to higher viability costs in preparing the site for development.

11.194 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 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 small convenience retail or café that may benefit the visitor economy given its proximity to Dove Stone Reservoir. 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.

11.195 The site provides the potential to provide a range of dwellings, including high-quality family homes, in an attractive and desirable rural location. It also provides an opportunity to enhance Oldham's housing offer and contribute to meeting Oldham's housing need. Due to the scenic location of the site, it should be an attractive location for larger and bespoke housing, providing a distinctive offer to the borough's housing market.

11.196 There is also a need for affordable homes across the Saddleworth villages as many residents who wish to remain living within the area cannot currently afford to do so. Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.197 Existing access to the site will need to be improved as part of any development, which may include its relocation. This includes the current road from the site, the existing river crossing over Chew Brook from the site to the access road and the access arrangements onto the A669 / A635. Any proposals will need to be agreed by the local highway authority and to adoptable standards.

11.198 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 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.

11.199 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 policy JP-C8 in relation to the requirements for transport assessments, and criteria above addressing matters such as landscape and green infrastructure.

11.200 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.

11.201 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).

11.202 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 policy JP-G5, criterion 7 (c).

11.203 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.

11.204 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 policies JP-P5 and JP-P6 and relevant local plan requirements.

11.205 Heritage assets play an important role in the area's local historical and cultural identity and distinctiveness. There are undesignated assets throughout the site and a number of other heritage assets within close proximity, including Hey Top Conservation Area and Greenfield House and New Barn Grade II Listed Buildings which lie outside of the strategic allocation boundary. Development should conserve heritage assets and their setting in accordance with policy JP-P2 and relevant local plan requirements. Finally reflecting the sites unique location, the design code should ensure new development is in keeping with the surrounding character of the area through the use of local materials and design.

11.206 The Greater Manchester Level 2 Strategic Flood Risk Assessment considers the flood risk to the site and provides recommendations that will need to be considered to meet the requirements of the Exception Test. As such, any development would need to follow the sequential approach on site and a flood risk assessment would be required to inform any development, including the recommendations from the Level 2 report. A comprehensive drainage strategy, including a maintenance plan, for the whole site would be required as part of the more detailed masterplanning stage. 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 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).

Policy JP Allocation 14: Cowlishaw

Picture 11.25 JPA 14 Cowlishaw



Policy

Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan and design code agreed by the local planning authority;
2. Deliver around 460 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs, including the delivery of a mix of high-quality family housing and affordable homes in accordance with relevant local plan requirements;

3. 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, Kings Road to the west where any access arrangements will need to take account of the nearby priority habitats and children's play area and Denbigh Drive to the north where 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;
4. 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-C8;
5. Make provision for green infrastructure (incorporating the retention and enhancement of existing public rights of way where appropriate), landscaping and biodiversity, including taking appropriate account of 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;
6. 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;
7. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);
8. 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 with relevant local plan requirements; and
9. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5.

Reasoned Justification

11.207 The site is currently designated as Other Protected Open Land (OPOL) in the Oldham Local Plan. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area through adding to the type and range of housing available.

11.208 Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.209 The site is in a sustainable and accessible location, on the edge of a large area of open land and in a successful and attractive neighbourhood, and connected to neighbouring communities in Low Crompton, Cowlishaw, Royton and nearby town centres, including Shaw, where there is a Metrolink stop. Any development would be required to enhance links to and from the site to the bus network, to encourage sustainable modes of travel and maximise the site's accessibility, developing the existing recreation routes and Public Right of Way network.

11.210 The development will need to provide for suitable access to the site, in liaison with the local highway authority. As stated in the policy the main access points to the site will be Cocker Mill Lane (supported by an emergency/ controlled secondary access to Cowlishaw), Kings Road and Denbigh Drive. The access at Denbigh Drive is constrained and will be limited to provide access to the small parcel in the northern section of the site only.

11.211 Cowlishaw Ponds SBI is made up of three pond areas and there are additional areas of priority habitat to the south of Crompton Primary School near Kings Road. Any development will need to retain and enhance these, incorporating them as a key feature within the green infrastructure network and landscaping proposals for the site.

11.212 Biodiversity net gain could be applied to Green Infrastructure, deciduous woodland, lowland fen and protected species.

11.213 The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these

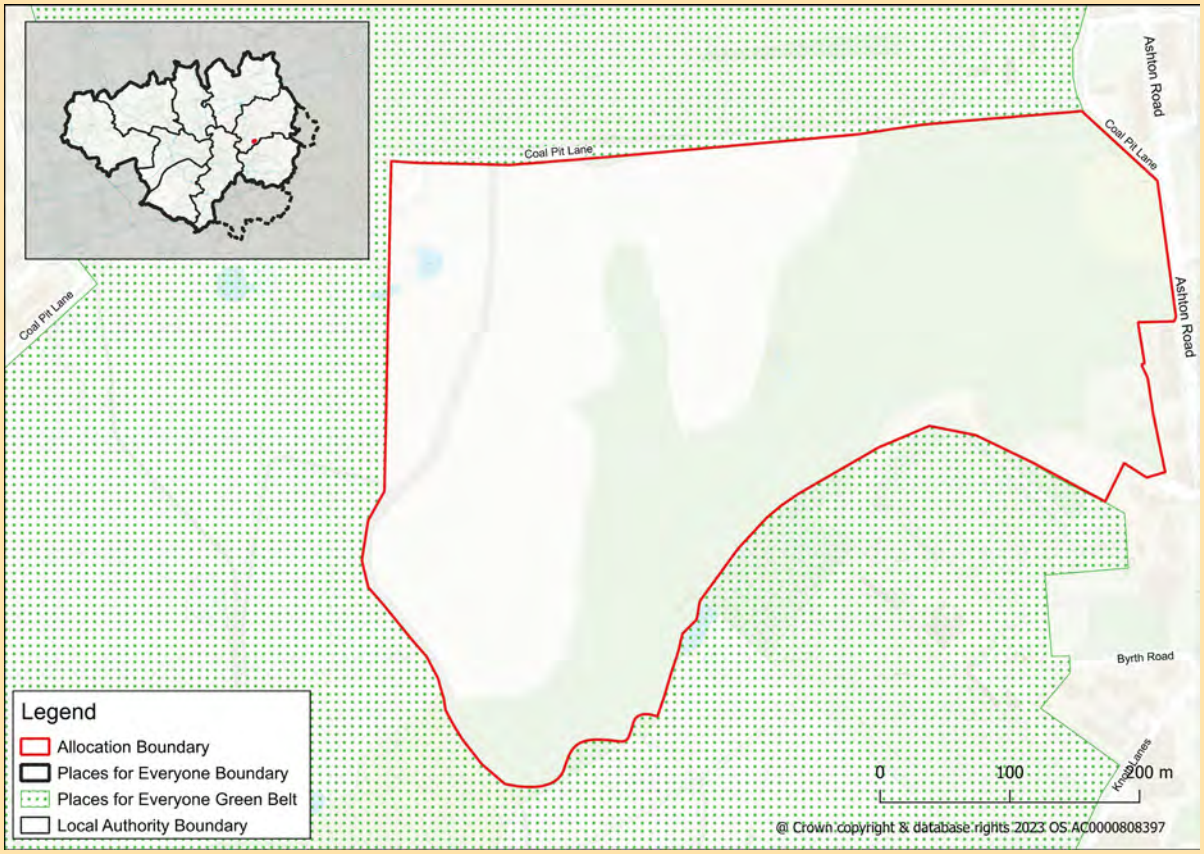
designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c).

11.214 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 new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.

11.215 A flood risk assessment will be required to inform development, in accordance with policy JP-S4. A comprehensive drainage strategy for the whole site should be prepared 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. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates, be supported by a maintenance plan and the use of highway SUD's features.

Policy JP Allocation 15: Land South of Coal Pit Lane (Ashton Road)

Picture 11.26 JPA 15 Land South of Coal Pit Lane (Ashton Road)



Policy

Development on this site will be required to:

1. Be in accordance with a comprehensive masterplan and design code agreed by the local planning authority. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. 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;
3. Provide for appropriate access points to and from the site in liaison with the local highway authority, with the main point of access being from Ashton Road. In addition, ensure that vehicular access from the western edge of the

site is safeguarded so as to facilitate the provision of a future link road that would run through the site from Ashton Road to Coal Pit Lane (Limeside) and that the layout of development and design of roads within the site are capable of accommodating the said link road;

4. 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-C8;
5. Make provision for green infrastructure, landscaping and biodiversity, including taking appropriate account of 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;
6. 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;
7. 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;
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;
9. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
10. Incorporate necessary remediation measures in areas which are affected by previous coal mining and landfill on the site; and
11. 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

11.216 The site is currently designated Green Belt. The red line boundary incorporates the existing saved Oldham UDP allocation at Danisher Lane, to ensure it forms part of the comprehensive development of the site. The saved UDP allocation is not included in the residential capacity set out in the policy, as it has already been identified as part of Oldham's baseline housing land supply. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that this site will help to diversify the existing housing stock in the area and the borough as a

whole. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area, through adding to the type and range of housing available.

11.217 Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in accordance with relevant local plan requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.218 The site is well positioned in a sustainable and accessible location and has good connectivity to the wider strategic highway network. The site has good access to public transport and a range of local services, with access to a number of bus routes along Ashton Road between Tameside and Oldham. TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the 'Streets for All' corridor studies to improve connectivity on Greater Manchester's Key Route Network. These corridors have been identified on the basis of their potential to support a range of GM agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres. Any development would therefore be required to enhance links to and from the site to the bus network, to encourage sustainable modes of travel and maximise the site's accessibility, developing the existing recreation routes and Public Right of Way network.

11.219 The development will need to provide for suitable access to the site, in liaison with the local highway authority with the main point of access being from Ashton Road. The allocation provides an opportunity to consider how movement and connectivity along Coal Pit Lane can be enhanced to improve highway safety for pedestrians, 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.

11.220 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 policies JP-P5 and JP-P6 and relevant local plan requirements.

11.221 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.

11.222 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.

11.223 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).

11.224 A flood risk assessment will be required to inform any development, in accordance with policy JP-S4. A comprehensive drainage strategy should be prepared, for the site as a whole, 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. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates and be supported by a maintenance plan.

11.225 There has been previous coal mining and landfill on the site, as such there will need to be liaison with the Coal Authority and the necessary remediation measures undertaken.

11.226 The allocation is identified as a Minerals Safeguarding Area for: brickclay (96.4% of the site); and surface coal (96.4%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Policy JP Allocation 16: South of Rosary Road

Picture 11.27 JPA 16 South of Rosary Road



Policy

Development at this site will be required to:

1. Deliver around 60 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;
2. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road;
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-C8;

4. 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 potential environmental impacts, minimise the visual impact on the wider landscape and enhance linkages with the neighbouring communities and countryside;
5. 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;
6. 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;
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;
8. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
9. Take appropriate account of relevant heritage assets, and their settings, including Bank Top Farmhouse listed building to the south of the site, in accordance with policy JP-P2; and
10. 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

11.227 The land south of Rosary Road is within the Green Belt. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the surrounding area through adding to the type and range of housing available, informed by Oldham Council's Housing Strategy and Local Housing Needs Assessment.

11.228 The site is well positioned in a sustainable and accessible location that has good connectivity to the wider highway network. The site has good access

to public transport and a range of local services with access to bus routes along Ashton Road between Tameside and Oldham. TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the 'Streets for All' corridor studies to improve connectivity on Greater Manchester's Key Route Network. These corridors have been identified due to their potential to support a range of GM agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres. Any development would therefore be required to enhance links to and from the site to the bus network, to encourage sustainable modes of travels and maximise the sites accessibility, developing on the existing recreation routes and Public Right of Way network.

11.229 The development will need to provide for suitable access to the site, in liaison with the local highway authority. The main point of access to the site is through the neighbouring former Centre of Professional Development site, which along with the former Marland Fold School, is identified as a potential housing site in Oldham's current Strategic Housing Land Availability Assessment. Integration of the allocation with the neighbouring development sites will therefore be important. Any development will also be required to minimise and mitigate the impact of associated traffic on the local highway network, including the neighbouring Fitton Hill housing estate.

11.230 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 new and/or improved existing open space, sport and recreation facilities as well as additional school places and health facilities in accordance with policies JP-P5 and JP-P6 and relevant local plan requirements.

11.231 Bankfield Clough SBI and an area of Deciduous Woodland priority habitat sit just outside the eastern and southern 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.

11.232 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.

11.233 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).

11.234 There are assets of historical significance close to the site, including Bank Top Farmhouse. Whilst outside the boundary any development proposal would need to consider the impact on their setting, through the completion of a Heritage Impact Assessment. Furthermore, it is considered that additional tree planting and native hedgerows would help to enhance the interface between the existing farmhouse and any development, as well as the green wedge that will sit in between.

11.235 A flood risk assessment will be required, in accordance with policy JP-S4. A comprehensive drainage strategy for the whole site should be prepared, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Proposals should apply greenfield run off rates, be supported by a maintenance plan and make use of highway SUD's features.

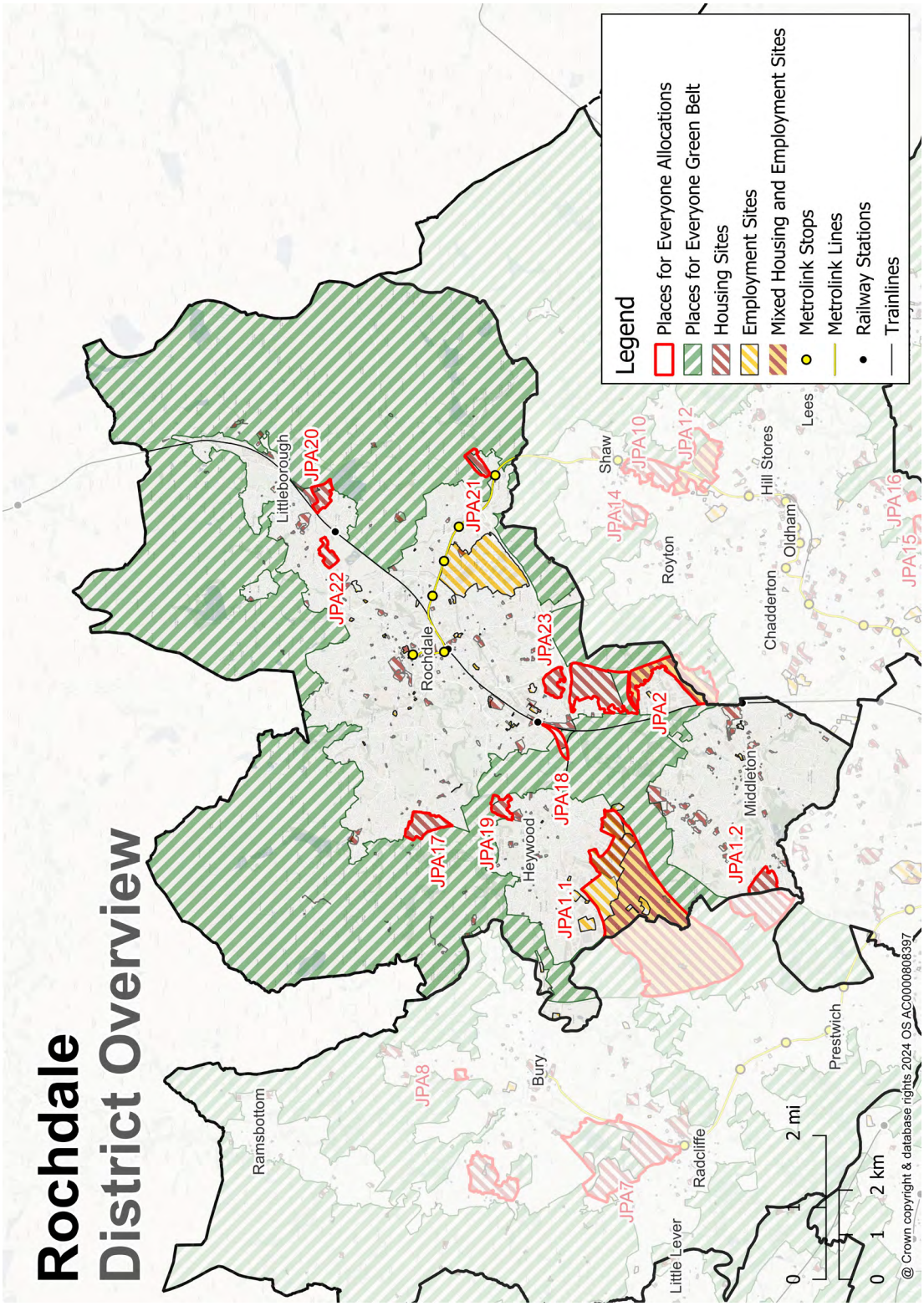
11.236 The allocation is identified as a Minerals Safeguarding Area for: brickclay (98.1% of the site); and surface coal (98.1%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Blank Page

Blank Page

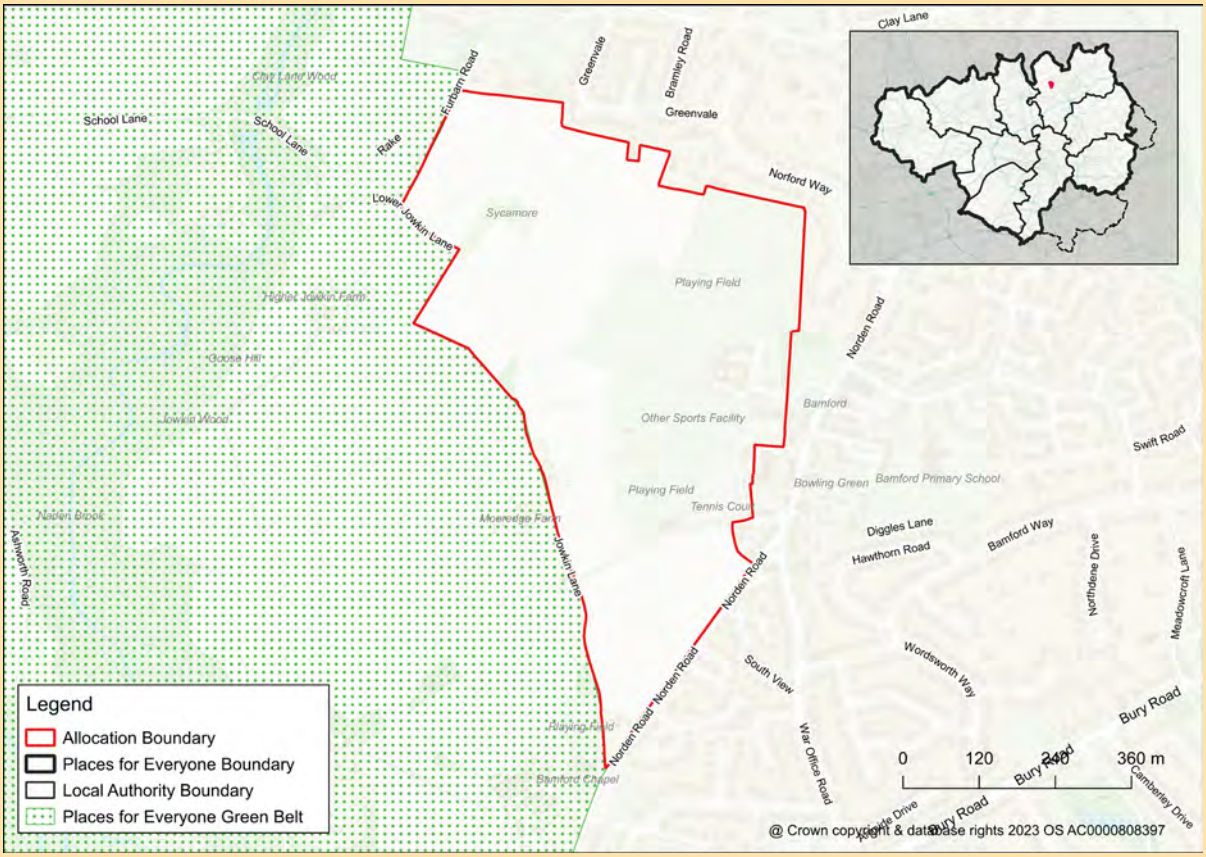
Strategic Allocations in Rochdale

Picture 11.28 Rochdale District Overview



Policy JP Allocation 17: Bamford / Norden

Picture 11.29 JPA 17 Bamford / Norden



Policy

Development at this site will be required to:

1. Deliver around 450 new homes 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, or similar types of larger homes as agreed with the Local Planning Authority and affordable housing in accordance with relevant local plan requirements;
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 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;

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;
4. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Bamford/Norden Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;
5. Provide access to the site from suitable points along Norden Road;
6. 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-C8;
7. 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 take account of any visual impact from Ashworth Valley to the west given the high landscape and recreational value of that area;
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;
9. Take appropriate account of relevant heritage assets, and their settings, including the listed Bamford United Reform Church, in accordance with Policy JP-P2;
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; and
11. 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

11.237 Norden and Bamford are well-established residential areas to the west of Rochdale town centre and there is a strong market demand for homes within the area. It is one of the most significant areas of larger, higher value 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. 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 and will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

11.238 The area does contain a number of sporting recreational facilities in the form of playing pitches, a cricket ground and tennis courts. The Council's 2018 Playing Pitch Strategy identified the playing pitches as a key club site supporting clubs with a large number of junior teams. 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:

- Underground pitch drainage;
- A replacement pavilion incorporating necessary changing facilities and community space; and
- The provision of a 'red path' around the pitches to accommodate a range of walking and running activities.

11.239 There is a proposal, linked to the development at Northern Gateway, to provide a bus rapid transit service linking Heywood and Manchester city centre. There is potential to extend some of these services to Norden which could serve this development and the wider western part of the town. This proposal should provide a financial contribution to support the delivery of this route extension.

11.240 There is an opportunity to deliver improvements to the local highway network in the area to improve the flow of traffic and ensure that the proposed development does not have an adverse impact on local roads. The development will be expected to contribute to identified mitigations.

11.241 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).

11.242 It is important that any development does not have a negative impact on Ashworth Valley and where practical historic field boundaries as identified in the Bamford/Norden Heritage Assessment should be retained and incorporated into the masterplan. Similarly, the existing footpath network should also be maintained. This could be addressed through a high-quality boundary treatment on the western edge of the opportunity area. 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.

11.243 As with a lot of areas within the borough there is limited capacity in relation to primary school places. Therefore, any proposal would need to address this through a contribution to expand existing schools in the area.

11.244 The layout of development will also need to take account of the location of electricity pylons that cross the site. This could be linked to a high-quality network of green infrastructure and landscaping within the scheme.

11.245 The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.9% of the site); sand and gravel (10.6%); sandstone (22.0%) and surface coal (99.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Policy JP Allocation 18: Castleton Sidings

Picture 11.30 JPA 18 Castleton Sidings



Policy

Development at this site will be required to:

1. Deliver around 125 homes including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;
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 defining a new Green Belt boundary to the west of the residential development 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.

3. Make land available within the site to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and provision of tram-train infrastructure;
4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
5. 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-C8. 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 access to the centre of Castleton, Castleton station, bus stops and employment locations around Heywood;
6. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more;
7. 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;
8. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5; and
9. 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

11.246 The site offers the opportunity to deliver high quality housing on previously-developed land in a sustainable and accessible location. The western part of the site is within the Green Belt but the eastern part of the site closest to Castleton is within the urban area and is available and deliverable. Overall, the site is well placed to utilise existing community facilities and social infrastructure.

11.247 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 competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

11.248 The development of the site is important to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton. The delivery of this extension is identified in the ELR 2020 Development Strategy and will assist in the wider regeneration of Castleton local centre. It also offers further potential connectivity given that it provides a convenient link between the heritage line to mainline passenger services at Castleton station. The first stage of this requires a temporary halt and parking in the north east part of the site. The halt will only be required until the legal procedures to extend the line under the Manchester Road Bridge to provide a connection with the Calder Valley main line are in place. Once the halt is not required the land will revert to a residential allocation. There could also be potential for a tram-train trial project between Rochdale, Castleton and Heywood. The feasibility of tram-train technology in Greater Manchester is currently being studied by TfGM.

11.249 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 on the part of the site to 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, 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 – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

11.250 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.

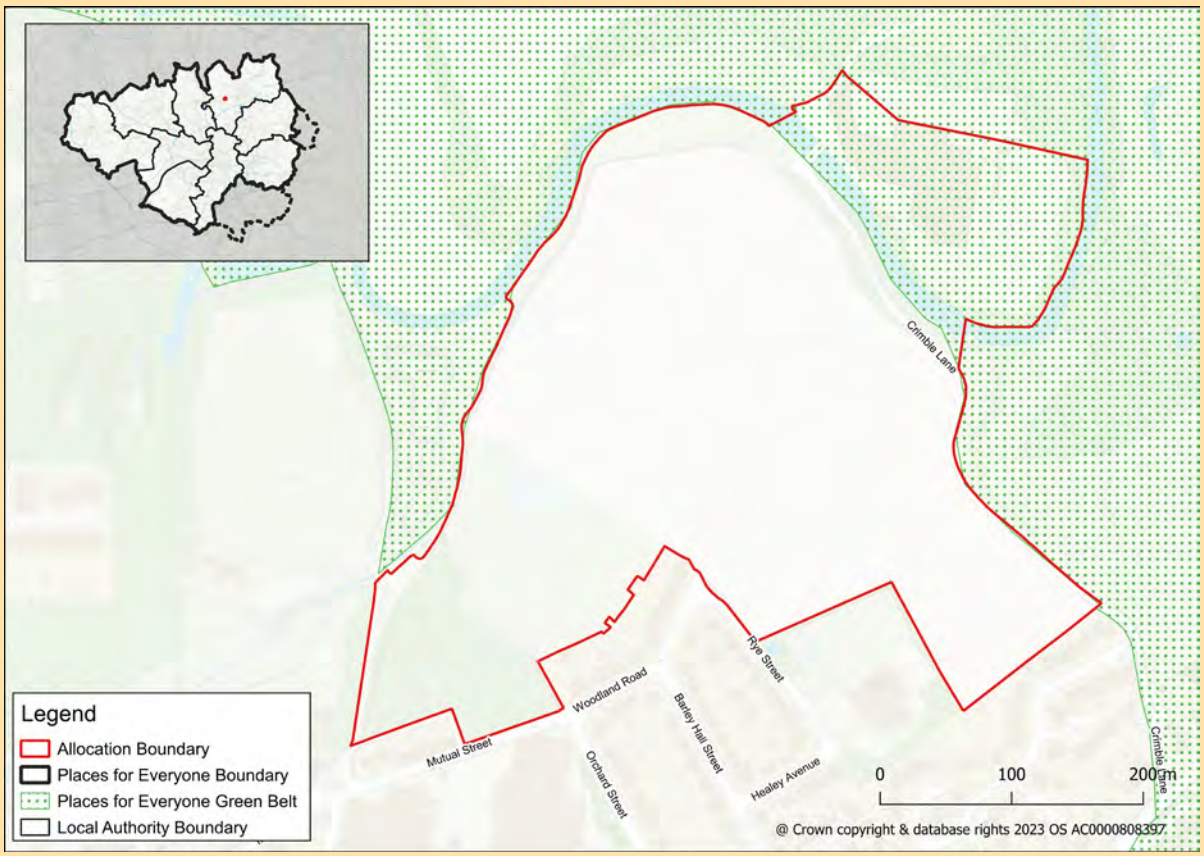
11.251 The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.

11.252 The operational needs of the mainline railway line, ELR extension and a potential tram-train trial project will also need to be taken fully into account in the design and layout of any scheme. In particular this would require appropriate access to be facilitated through any detailed proposal on the site.

11.253 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 minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Policy JP Allocation 19: Crimble Mill

Picture 11.31 JPA 19 Crimble Mill



Policy

Development at this site will be required to:

1. Deliver around 250 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with

relevant local plan requirements, within an attractive riverside setting. This includes 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;

2. 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;
3. Protect and enhance the significance of the listed mill buildings and their setting, having regard to the Crimble Mill Historic Environment Assessment 2020;
4. 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, having 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;
5. Define the archaeological potential of the development site to the south of the mill complex and river through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Historic Environment Assessment (2020). The masterplan must detail where significant archaeology will be preserved in situ;
6. 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;
7. 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-C8. 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:

    a. New and improved walking and cycling access to the adjacent Queens Park;
    b. Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre; and
    c. Facilitating a route adjacent to the River Roch to support the wider Roch Valley Way;

8. Any proposal needs to take into account the risk of flooding, particularly in respect of those parts of the site that are identified as being within Flood

Zone 3. This includes ensuring that the mill building can be accessed from the north;

9. Any proposal should provide 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 meet the needs generated by the development in accordance with policy JP-P5; and
10. 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

11.254 The proposal provides an opportunity to deliver a sustainable urban extension to the north east of Heywood whilst safeguarding and preserving a heritage asset. The sustainable attributes of the site would be enhanced by the creation of new and improved pedestrian and cycle access. The site is adjacent to Queens Park, an award-winning Victorian park which includes a range of recreation and leisure facilities. Any proposal should create high-quality physical and visual links to the park. The site also has the potential to deliver convenient access to Heywood town centre to the south west of the site as well as destinations further afield via the Roch Valley Way.

11.255 The site will deliver high quality homes in an attractive location which will also secure the future of a Grade II* Listed Building. Crimble Mill dates back to the mid-18th Century as a fulling mill. It is a rare surviving example of a textile mill that illustrates the transition from water to steam power on a rural site. It is likely to be the last, large-scale water powered rural mill to survive in Greater Manchester. The property is on Historic England's Heritage at Risk Register at Category A (Immediate risk of further rapid deterioration or loss of fabric: no solution agreed). The condition is recorded as "Very Bad". Building condition and recording surveys must be agreed and completed to document the premises prior to any development or demolition taking place.

11.256 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 competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

11.257 The proposal will be required to demonstrate how it would support the retention and enhancement of the mill complex. This would need to be agreed by the local planning authority prior to commencement of any development with a clear timetable secured via a legal agreement or planning condition as part of any planning permission. The expectation would be that this would be the first phase of any development given the condition of the listed mill building. The design and layout of any scheme should respond to its rural setting and location adjacent to the River Roch and have full regard to the listed mill and its semi-rural surroundings. Key views to and from the listed mill complex from the development site, historic field boundaries and areas of woodland which contribute to the rural character of the site should also be retained. Where opportunities for interpretation are present these should be included in the masterplan.

11.258 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).

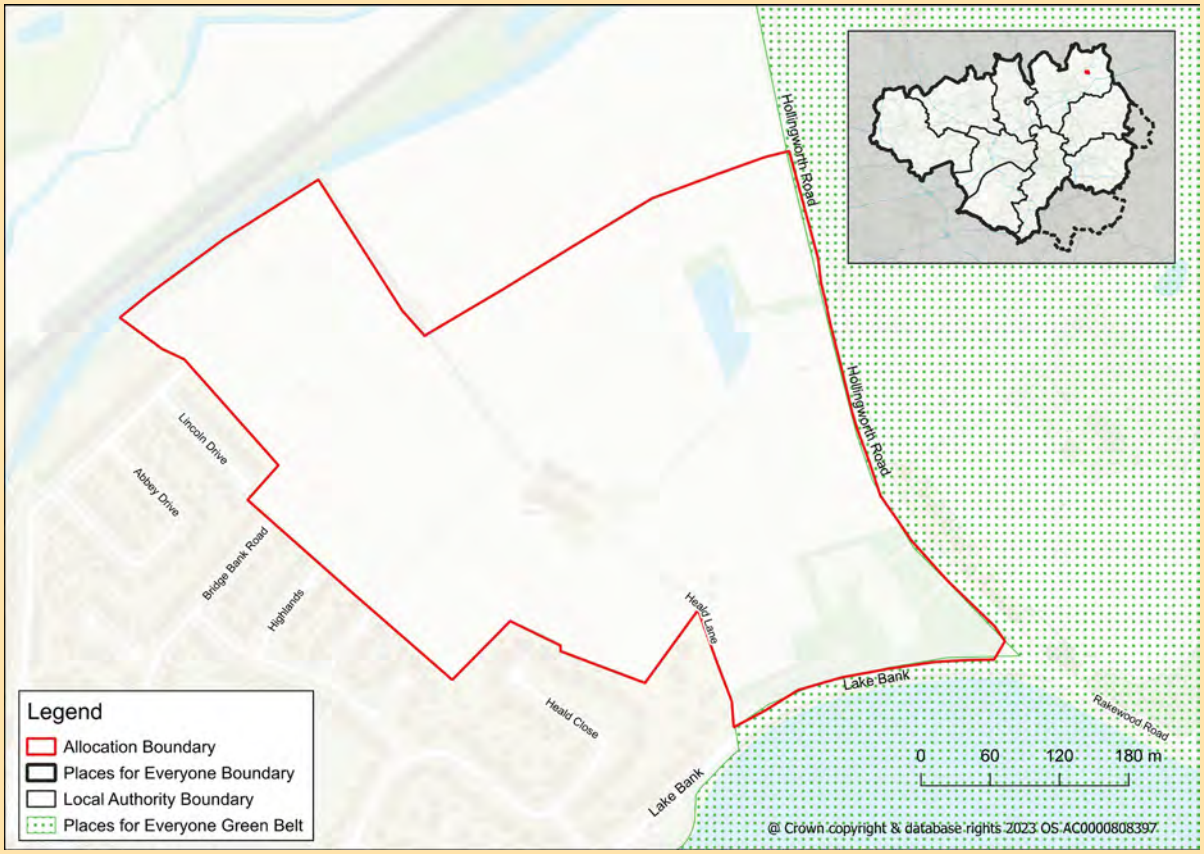
11.259 Parts of the site adjacent to the River Roch are at risk from flooding and this includes part of the mill complex itself. Any proposal would need to demonstrate how it has addressed the issue of flooding within the scheme. Any proposed mitigation would need to consider the effects of the development downstream from the site. The development will also need to ensure that the mill site can be accessed from the north via Crimble Lane and onto Bury and Rochdale Old Road.

11.260 The site is adjacent to All Souls C of E Primary School. The development will place significant demand on school places within the area and local schools are already at or near to capacity. Any proposal should therefore provide some land adjacent to the school to allow for future expansion including associated outdoor playing space. This would provide new places in a location convenient for the residents of the new development.

11.261 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.

Policy JP Allocation 20: Land North of Smithy Bridge

Picture 11.32 JPA 20 Land North of Smithy Bridge



Policy

Development at this site will be required to:

1. Deliver around 300 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Deliver a landscape-led development, incorporating high-quality green and blue infrastructure, that takes advantage of the site's attractive setting next to Hollingworth Lake and the Rochdale Canal and 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;

4. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Land North of Smithy Bridge Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;
5. 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-C8. 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, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;
6. 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;
7. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more;
8. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c);
9. Facilitate the delivery of a new primary school and associated outdoor playing space. Make financial contributions for offsite additional secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
10. 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. 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

11.262 This site provides an excellent opportunity to deliver a high-quality housing scheme and associated facilities which maximises the potential of this sustainable location. Any proposal should take advantage of its setting close to Hollingworth Lake and build on the existing and proposed residential offer within the area.

11.263 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 competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

11.264 The site is within walking distance of both Littleborough and Smithy Bridge rail stations and adjacent to Smithy Bridge which is an attractive and popular residential area which also includes Hollingworth Lake Country Park. The site is also relatively close to Littleborough town centre which contains a range of local services and facilities. 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 should have regard to the proposed residential development to the north.

11.265 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).

11.266 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.

11.267 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).

11.268 The Land North of Smithy Bridge Historic Environment Assessment 2020 identifies heritage assets which may be impacted upon through the development of this site. The masterplan must seek to protect and enhance such assets where possible, otherwise their harm must be robustly justified and mitigated.

11.269 There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. This area provides an excellent location for a new facility given that it lies between Littleborough and Smithy Bridge and therefore can serve both areas sustainably. It also provides an attractive location for a school which can provide access to open areas and activities, thus promoting healthy lifestyles.

11.270 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 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.

11.271 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.

Policy JP Allocation 21: Newhey Quarry

Picture 11.33 JPA 21 Newhey Quarry



Policy

Development at this site will be required to:

1. Deliver around 250 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;
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 housing to diversify housing choice in the local area;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;

4. Create a unique, high quality development including attractive and interesting open spaces and landscaping incorporating water features and safeguarding and enhancing biodiversity. This should include carrying out any necessary re-profiling of the quarry face, which is retained within the Green Belt;
5. Define and/or strengthen the Green Belt boundaries around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
6. 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;
7. Take appropriate account of relevant heritage assets, and their settings, including the listed St Thomas Church and Bradley's Farmhouse, in accordance with Policy JP-P2;
8. Provide publicly available car parking to serve the Metrolink stop in Newhey and, if necessary, the residents on Huddersfield Road;
9. 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-C8. 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;
10. Provide vehicular access to serve the proposed residential development and car parking via the existing access from Huddersfield Road;
11. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
12. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and
13. 1Consider 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

11.272 Newhey Quarry has been disused for a number of years but does have existing permission for mineral extraction. This allocation provides an opportunity to deliver a high-quality development incorporating a range of house types in an attractive and spectacular setting. The setting of this site will be the key driver

in terms of any detailed designs and layout for the site. Given the opportunity that exists to create something exceptional, a 'traditional' suburban housing development would not be considered acceptable for this site.

11.273 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 competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

11.274 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.

11.275 Given the location of the site and the nature of the surrounding area, it will be important for any layout to incorporate a high-quality green and blue infrastructure network and attractive open spaces and maximise opportunities presented by the quarry face, even where re-profiling of the quarry face is necessary. This should reflect and utilise the features within the site to create attractive and usable spaces for new and existing residents. The re-profiled quarry face is to be retained within the Green Belt along with the south east corner of the site. These retained areas of Green Belt provide opportunities for enhancement of retained Green Belt in accordance with NPPF as well as providing opportunities to safeguard habitats and deliver biodiversity net gain within the site. Although the site is generally well screened from a number of points, the impact on the wider landscape should be taken fully into account in terms of the choice of materials and landscaping.

11.276 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).

11.277 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).

11.278 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.

Policy JP Allocation 22: Roch Valley

Picture 11.34 JPA 22 Roch Valley



Policy

Development at this site will be required to:

1. Deliver around 200 homes including provision of larger (4, 5 and 6 bedroom) houses or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements, on the northern part of the site adjacent to existing residential areas;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
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;
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, particularly in relation to the materials used, the incorporation of green and blue infrastructure and the landscaping along the boundary of the site;
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;
6. 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-C8. 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;
7. The layout of the development should be designed so as not to preclude the future delivery of a potential relief road incorporating attractive, high quality pedestrian and cycle routes between Smithy Bridge Road and Albert Royds Street (A664) to the west of the site;
8. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
9. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and
10. 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

11.279 This site is located within the wider Roch Valley between Rochdale and Littleborough which is outside the current defined urban area but is not within the Green Belt, being currently designated as Protected Open Land. This land is adjacent to well-established areas of housing and is within an attractive setting. Some development has recently gained planning permission and the opportunity exists for more, relatively small scale, proposals which respect the river valley location and setting.

11.280 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 competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

11.281 The Roch Valley Historic Environment Assessment identified the sensitivities that need to be taken in to account in relation to the masterplan and any subsequent planning applications for this site.

11.282 The area has good access to the A58 bus corridor and there are local services and facilities along this route. The development will need to provide good walking and cycling routes to the Calder Valley Railway line station at Smithy Bridge which offers good access to the city centre and other areas.

11.283 Although none of the land proposed for development would be at risk from flooding the land to the north of the River Roch has been identified by the Environment Agency and the Council as a location where flood water storage capacity should be safeguarded to enhance measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. Any development should take account of this proposal and, where possible, include measures that will contribute to the ability of this location to mitigate against flood risk in the wider Roch Valley.

11.284 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.

11.285 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 site provides an opportunity to 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.

11.286 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).

11.287 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.

Policy JP Allocation 23: Trows Farm

Picture 11.35 JPA 23 Trows Farm



Policy

Development at this site will be required to:

1. Deliver around 550 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and provision for affordable housing in accordance with relevant local plan requirements;
2. 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;
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-C8. 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;

4. 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;
5. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Trows Farm Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;
6. ncorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors;
7. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5; and
8. 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

11.288 The site is available and deliverable for residential development and provides an excellent opportunity to widen housing choice in a sustainable location. The wider area around Castleton has a number of existing housing opportunities and this site complements these and offers the potential to regenerate Castleton in the longer term. Castleton offers a number of local services and has excellent transport links.

11.289 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 competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

11.290 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 facilitated as part of the development. The site also has good access to the motorway network.

11.291 The topography of the site does not affect its deliverability and provides an opportunity to deliver a visually interesting scheme using the topography within the site. Where possible, the masterplan should incorporate the retention of historic field boundaries as highlighted in the Trows Farm Historic Environment Assessment 2020. This will help retain the rural character of the site and will contribute to the green infrastructure offer within the site.

11.292 There is new employment development to the north of the site at Crown Business Park but the site is large enough to achieve adequate separation between the two uses.

11.293 There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school in the area. Therefore this development will be expected to contribute to the provision of a new school to ensure that the demand for new school places created by the development can be met.

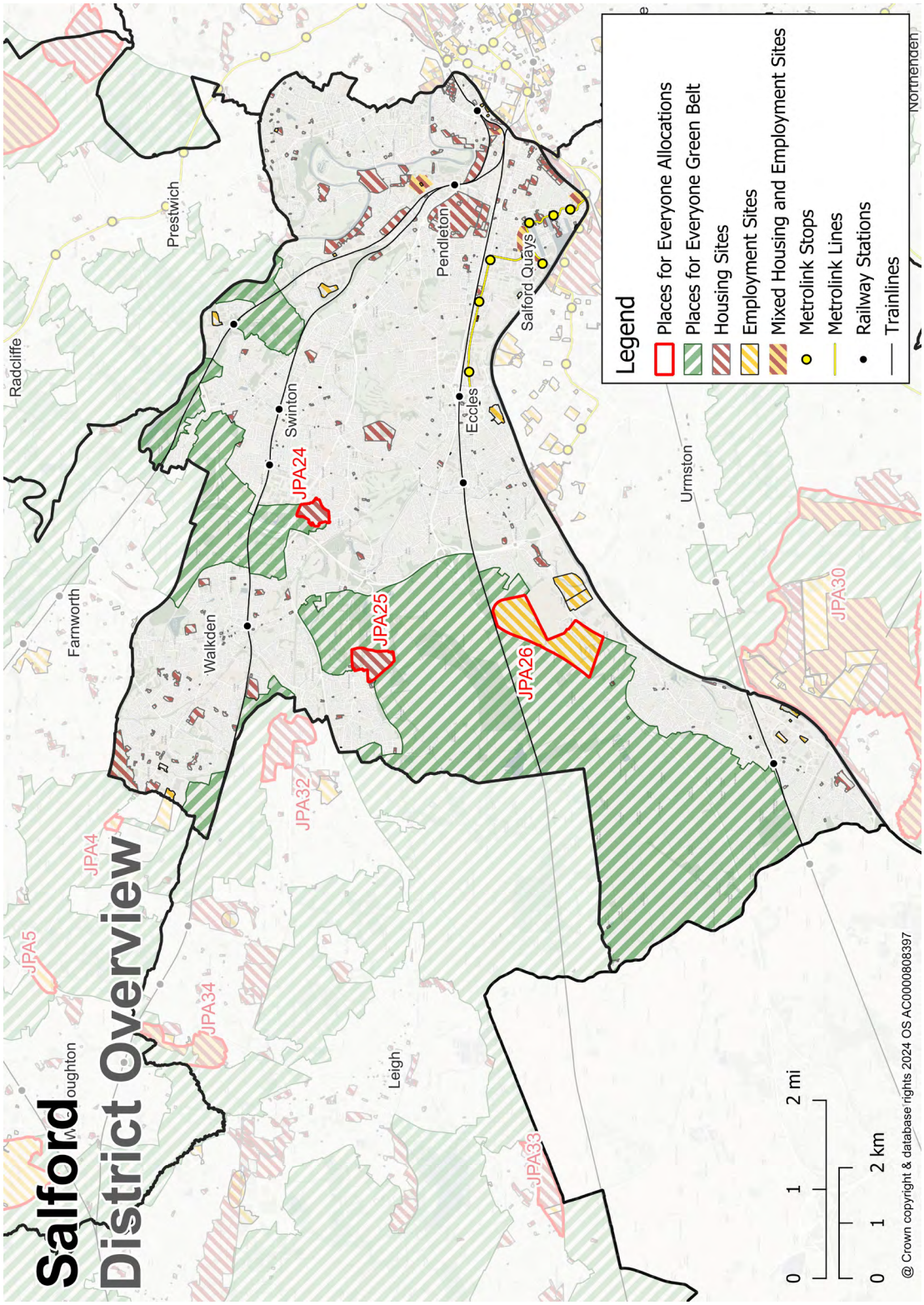
11.294 The allocation is identified as containing Mineral Safeguarding Areas for brickclay (100% of the site); sand and gravel (99.5%); and surface coal (100%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed 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.

Blank Page

Blank Page

Strategic Allocations in Salford

Picture 11.36 Salford District Overview



Policy JP Allocation 24: Land at Hazelhurst Farm

Picture 11.37 JPA 24 Land at Hazelhurst Farm



Policy

Land at Hazelhurst to the east of the M60 and south of the A580 East Lancashire Road will be developed for around 400 dwellings.

Development of this site will be required to:

1. Be in accordance with a masterplan/framework, 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;
2. Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed towards off-site provision;
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-C8; including:

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 cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops;
b. Incorporating attractive public rights of way through the site which connect into the wider pedestrian and cycling network providing access to local facilities;

4. Ensure that vehicular access to the site does not have an unacceptable impact on the quality of existing residential areas;
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;
6. Protect the quality of watercourses through and around the site;
7. Respond to the site's location, characteristics and surroundings to take opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area;
8. Protect and enhance the Worsley Woods Site of Biological Importance to the west of the site;
9. Retain mature woodland, hedgerows, swamp and water bodies as important landscape features within the site, supporting an overall increase in its nature conservation value;
10. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies;
11. Make provision for biodiversity in accordance with policy JP-G8;
12. Provide a buffer for the overhead power lines that run across the site;
13. Provide mitigation to address noise and air pollution from nearby roads;
14. Contribute to the achievement of recreation space standards in accordance with local planning policies;
15. Set aside land to accommodate additional primary school provision, unless it can be demonstrated that sufficient additional school places will be provided off-site within the local area to meet the likely demand generated by the new housing;
16. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and
17. 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

11.295 The site benefits from close proximity to stops for the Leigh-Salford-Manchester bus rapid transit service, providing good public transport access to the employment and leisure opportunities in the City Centre. It is important to the sustainable development of the site that it is designed to maximise the use of those services, and this is likely to require some off-site improvements to pedestrian routes to the stops as well as influencing the on-site layout. The landscape features within and around the site are important to the character of the wider area, and their retention will help to differentiate its development and ensure a high quality residential environment. The woods to the west of the site are already designated for their nature conservation importance, and the development should secure further improvements.

11.296 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).

11.297 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.

Policy JP Allocation 25: East of Boothstown

Picture 11.38 JPA 25 East of Boothstown



Policy

The area between the existing settlement of Boothstown and the RHS Garden Bridgewater site, between Leigh Road and the Bridgewater Canal, will be developed for around 300 dwellings. The site will be developed at a low density and to an exceptional quality, primarily targeting the top end of the housing market with the intention of attracting and retaining highly skilled workers within Greater Manchester.

Development of this site will be required to:

1. Be in accordance with a masterplan/framework, 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;

2. Provide at least 50% affordable housing in accordance with relevant local planning policies, with some of this directed to off-site provision;
3. 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;
4. Retain Alder Wood and the other areas of mature deciduous woodland and protected trees;
5. Take opportunities to enhance the ecological value of Shaw Brook, including naturalising where practicable and retaining significant open land around it, and utilise the brook as a central landscape feature running through the site;
6. Incorporate a landscaped buffer along the eastern boundary of the site facing RHS Garden Bridgewater;
7. Provide a detailed drainage and flood risk management strategy which addresses the outcomes of the Strategic Flood Risk Assessment, ensuring that development does not increase flood risk elsewhere;
8. Incorporate high quality sustainable drainage systems as part of the green infrastructure for the site and accommodate sufficient space for any necessary flood storage, particularly in the south of the site;
9. Protect the quality of watercourses through and around the site;
10. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies;
11. Make provision for biodiversity in accordance with policy JP-G8;
12. Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the southern part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided;
13. 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-C8; including:

    a. Ensuring 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 and cycle routes throughout the site; off-site pedestrian crossings and a footpath adjacent to the site on the south side of Leigh Road;
    b. Securing 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;

14. Include a new neighbourhood equipped area of play and contribute to the achievement of recreation space standards in accordance with local planning policies;
15. Make financial contributions for offsite additional primary and/or secondary provision to meet needs generated by the development, in accordance with JP-P5;
16. Provide an easement for the significant utilities infrastructure running through and near the site;
17. Take its primary access from Occupation Road;
18. Incorporate mitigation to address noise and air pollution from nearby roads;
19. Take appropriate account of relevant heritage assets, and their settings, including Worsley Hall Garden Cottage; the Bothy; and Worsley Park, in accordance with policy JP-P2;
20. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and
21. 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

11.298 This site to the east of Boothstown offers one of a small number of opportunities within Greater Manchester to deliver very high value housing in an extremely attractive environment, benefiting not only from an established premium housing market but also a location immediately next to the new RHS Garden Bridgewater, which opened in 2021. It is essential that the development of the site fully maximises the opportunities presented by this location, and delivers the highest quality living environment. A lower density of development than would normally be required under Policy JP-H4 'Density of New Housing' will be acceptable on this site.

11.299 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).

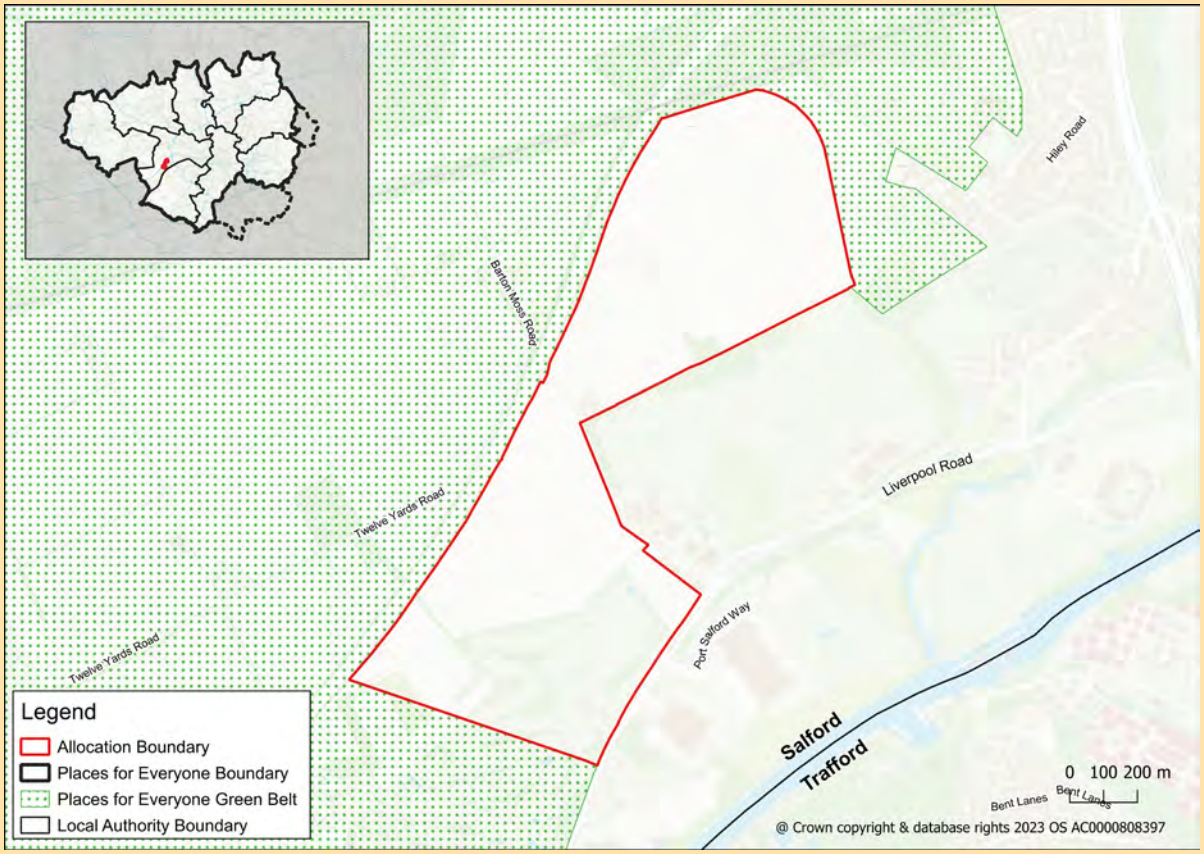
11.300 The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to be the restoration of lowland raised bog and complementary habitats in Chat Moss to the south.

11.301 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.

11.302 The Natural England/Defra 'Peaty Soils Location (England)' layer is published on the Natural England website with the intention of identifying the extent of peaty soils and this shows a potential area of peat in the southern part of the site to the north of the Bridgewater Canal. There is very limited site-specific information from Natural England/Defra on the quality of the peat within the proposed allocation. As such, there will be a need to undertake hydrological and ground investigations to fully understand the extent and quality of any peaty soils in this area of the site to inform the potential for restoration and identify any areas of irreplaceable habitat where loss or deterioration should be avoided, subsequently helping to shape the comprehensive masterplanning of the site.

Policy JP Allocation 26: Port Salford Extension

Picture 11.39 JPA 26 Port Salford Extension



Policy

A major expansion of Port Salford accommodating around 320,000 sqm of employment floorspace will be delivered to the north and west of Barton Aerodrome, taking advantage of the new port facilities, rail link and highway improvements that will have been completed as part of the early phases of Port Salford. 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 (Use Class B8) but also incorporating high quality manufacturing floorspace (Use Classes E(g)(iii) and B2).

Development of this site will be required to:

1. Be in accordance with a masterplan/framework, 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. 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;

2. Not be commenced until the rail link, highway improvements, canal berths and container terminal associated with the permitted Port Salford scheme to the south of the A57 have been completed and are operational and there is a clear commitment to the ongoing maintenance and full operation of this transport infrastructure;
3. Be designed to form part of an integrated facility with the Port Salford site to the south of the A57 and associated infrastructure, encouraging and enabling all occupiers to utilise the rail and water connections for freight movement;
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-C8; including:

    a. Delivering 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;
    b. Incorporating 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;
    c. Providing 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;
    d. Maximising 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;

5. Protect the full functioning and operational safety of Barton Aerodrome;
6. Take appropriate account of relevant heritage assets, and their settings, including Barton Aerodrome and the listed buildings within it, in accordance with policy JP-P2;
7. 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;
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;
9. Manage the loss of recreation land and facilities in accordance with local planning policies;
10. Make provision for biodiversity in accordance with policy JP-G8. Where appropriate and necessary, the priority for any off-site nature conservation enhancements will be the Foxhill Glen Site of Biological Importance and ecological enhancements to remaining areas of Green Belt to the site's south-western and north-eastern boundaries;
11. 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) and mitigate the environmental impacts of development including noise;
12. Support the objectives for the Great Manchester Wetlands Nature Improvement Area in accordance with local planning policies;
13. Minimise any adverse impact on bird species in this area and demonstrate that displacement is possible into the wider landscape;
14. Mitigate the risk of surface water and groundwater flood risk, incorporating green sustainable drainage systems as part of the landscaping of the site;
15. Undertake hydrological and ground investigations to inform the comprehensive masterplan and use of suitable construction techniques to ensure any loss or deterioration of irreplaceable habitat, and adverse impacts on the hydrology of undeveloped areas, is minimised. Where loss or deterioration is unavoidable, a suitable compensation strategy should be identified and delivered, including the potential restoration of lowland raised bog and complementary habitats either within the site and/or in other parts of Chat Moss;
16. Protect the quality of watercourses through and around the site;
17. Protect the amenity of remaining residential properties within or on the edge of the allocation, including through the provision of appropriate landscaped buffers;
18. Provide an appropriate buffer to the Barton Moss Secure Care Centre on Barton Moss Road, to protect the privacy and amenity of residents and staff;
19. Implement an agreed strategy for dealing with its local air quality impacts;
20. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded; and
21. 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

11.303 The combination of excellent water, rail and road access, including direct shipping links to the post-panamax facility at the Port of Liverpool, will make Port Salford one of the most attractive locations in the country for industrial and warehousing development. An initial phase of development to the south of the A57 will provide around 150,000 sqm of primarily warehousing floorspace in total. Enabling its expansion to the north of the A57 to provide an additional 320,000 sqm of floorspace will help to significantly boost the competitiveness of Greater Manchester, offering the type of site that can compete with locations internationally for investment. The transport connections mean that the location is particularly attractive for logistics activities, but high-quality manufacturing could also be provided in order to diversify the employment and investment opportunities in this part of Greater Manchester. Much of the site is grade 1 agricultural land, but the unique economic opportunity provided by the location is considered to outweigh the loss of the land's farming potential.

11.304 One of the key attributes of Port Salford is its potential to remove freight from roads and move it more sustainably by rail and water, and it will be vital that any development of the site takes advantage of this by utilising the infrastructure delivered as part of the permitted scheme. Nevertheless, the expansion of Port Salford will generate significant additional traffic and highway improvements to cater for these demands should be delivered as part of the site's development. The ongoing North West Quadrant Study, commissioned by National Highways, is investigating the options for broader motorway network improvements in this area, and it will be important to coordinate the development of Port Salford with any resulting proposals.

11.305 The retention of the Green Belt to the west and east of the site will help to prevent the coalescence of Irlam and Eccles. It will be important to make positive use of this Green Belt, including by expanding the facilities at Brookhouse Playing Fields to the east, and there may be opportunities to retain/reconfigure the former golf course to the west of the site. Even with the retention of part of the Green Belt, the scale of the development is likely to have a significant visual impact, and it will be very important for it to be integrated into the landscape as far as possible, particularly through the provision of high-quality green infrastructure.

11.306 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).

11.307 Barton Aerodrome to the south of the site is an important facility for Greater Manchester, as well as being a significant heritage asset. The expansion of Port Salford will need to be designed so that it does not adversely impact on its successful functioning, taking into account any safeguarding requirements for flight paths, and ensure that any harm to the setting of the heritage assets is minimised. In particular, careful consideration will need to be given to the siting and orientation of units, the choice and colour of materials, and the landscaping scheme adopted.

11.308 The allocation was found sound at examination on the basis that, in principle, the public benefit arising from the development proposed would be likely to clearly outweigh the loss or deterioration of an irreplaceable habitat and that a suitable compensation strategy was capable of being delivered. The policy seeks to ensure that detailed development proposals are consistent with that conclusion.

11.309 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.

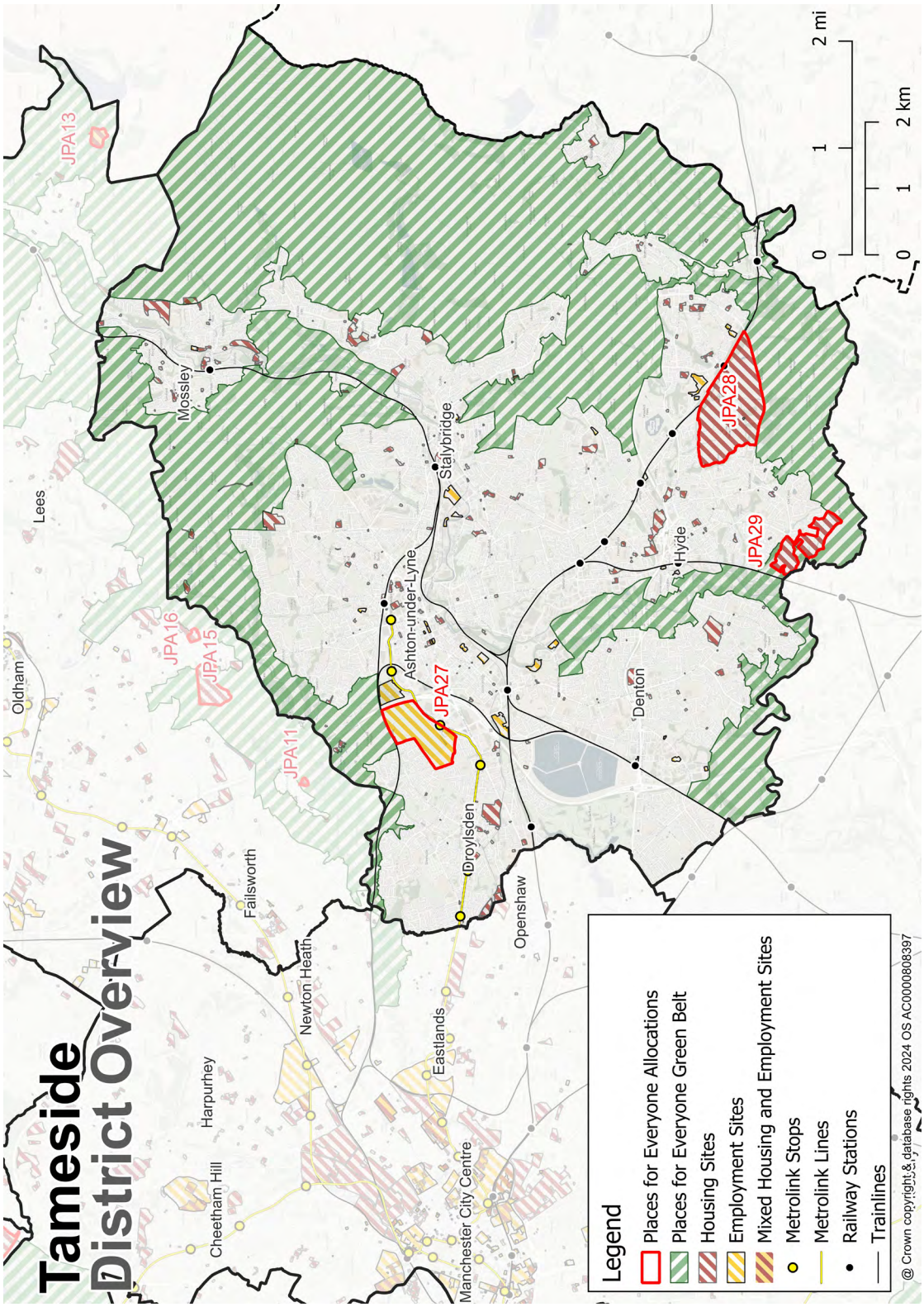
11.310 The depths of peat heighten the potential for archaeological finds. There will be a need to undertake a detailed archaeological desk-based assessment, including aerial photograph analysis, field walking, historic building assessment, and coring/evaluation trenching of the peatlands, leading to further investigations and recording in advance of and during the construction process.

11.311 The allocation is identified as containing a Mineral Safeguarding Area for brick and clay (4.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Blank Page

Strategic Allocations in Tameside

Picture 11.40 Tameside District Overview



Policy JP Allocation 27: Ashton Moss West

Picture 11.41 JPA 27 Ashton Moss West



Policy

Development of this site will be required to:

1. Deliver around 160,000 square metres of employment floorspace, within the E(g)(ii) - Research and Development, E(g)(iii) - Light Industrial and B2 - General Industrial use classes;
2. Be in accordance with a comprehensive masterplan, phasing strategy and design code approved by the Local Planning Authority for the whole site, developed through engagement with the local community, Council and other appropriate stakeholders, in accordance with policy JP-D1;
3. Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;
4. Ensure the character of, and interface between, new and existing development, including the setting of neighbouring heritage assets and

surrounding residential dwellings and gardens, are sensitively designed and acknowledged by development proposals;

5. 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-C8;
6. 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;
7. Make provision for biodiversity, including taking appropriate account of priority species and ecological features in accordance with policy JP-G8;
8. 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;
9. 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;
10. Use suitable construction techniques to ensure that any impact on the carbon storage function of deep peat is minimised; and
11. 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

11.312 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 fall within the E(g)(ii) - Research and Development, E(g)(iii) - Light Industrial and B2 - General Industrial use classes and be aimed at delivering facilities suitable for identified areas of economic strength and key economic sectors within Tameside and Greater Manchester: life sciences; health technologies, advanced manufacturing and materials science/fabrication.

11.313 The site's urban fringe setting with proximity to existing employment, leisure and retail opportunities, excellent transport connections with close proximity to rail, Metrolink and motorway, as well as a dark fibre network and surrounding green and blue infrastructure set the framework for a unique

opportunity and logical sustainable extension to the existing Ashton Moss employment area.

11.314 Additionally, Tameside's existing manufacturing and engineering base is currently constrained by the supply of sites available, curtailing potential growth and stifling regeneration and churn within the borough's industrial spaces. The site is therefore critical to provide expansion opportunities for existing businesses operational within Tameside as well as providing the facilities required to compete for inward investment.

11.315 To deliver a high-quality development it will be important to have a clear and comprehensive masterplan, phasing strategy and design code; which should carefully consider matters of character, including orientation, materials and soft landscaping in respect of the setting of neighbouring heritage assets and surrounding residential properties.[118]

11.316 This should be accompanied by an integrated approach to delivering infrastructure, including for example: a site wide drainage strategy, green, blue and grey infrastructure (including utilities provision), high speed broadband connectivity through fibre to the premises and electric vehicle charging infrastructure, either by providing charging points or through installing appropriate ducting to allow for future provision.

11.317 A site wide drainage strategy will need to incorporate sustainable drainage systems with the aim of achieving greenfield run-off rates as a means of combatting surface water flood risk and contributing towards climate change resilience. Furthermore, the site overlaps with the current Air Quality Management Area along the M60 corridor to the east and Lord Sheldon Way to the south will need to be considered in the masterplanning process. This could take the form of appropriate buffering as part of the green infrastructure network across the site.

11.318 One of the principle challenges to developing Ashton Moss West is the underlying peat overlain with a volume of placed material, alongside other geotechnical considerations. Contamination testing, gas monitoring, and ground investigation and analysis will therefore be required to produce an earthworks assessment and remediation strategy prior to development taking place.

11.319 A programme of archaeological assessment should also inform the masterplanning approach to the site, allowing for archaeological evaluation

---

[118] Historic Environment Assessment, GMSF Land Allocations, Tameside, Ashton Moss West, University of Salford

to determine the extent and condition of potential remains. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where the archaeology can be removed, but first of all recorded, and opportunities that may exist to create public interpretation information relating to the site's historical past.

11.320 Architectural design solutions should deliver an innovative and creative development that is also resilient to climate change, using, where possible, zero-carbon development and energy-positive technology (i.e. producing more energy than is consumed), thus creating a high quality and contemporary employment development that also benefits from access to a range of sustainable modes of transport.

11.321 Development of the site has the potential to create a range of educational, training and employment opportunities for local residents during the construction phases and upon completion. Given the proximity of this site to areas of high deprivation in Ashton-under-Lyne, Droylsden and east Manchester the proposed development will help to bring about long-term benefits to these communities by providing locally accessible employment.

11.322 To enhance and optimise the excellent transport connectivity of the site further, there is the potential opportunity to deliver a new rail station on the Manchester to Leeds line that will service the employment allocation and the Droylsden and Audenshaw areas. Provision should therefore be included in the site's masterplan for the safeguarding of land along the northern boundary of the allocation to accommodate a potential new rail station, access and car parking.

11.323 It is important that existing landscape and ecological features alongside other green infrastructure, habitats and assets of biological importance are protected, managed and enhanced as part of the comprehensive masterplan of the site, taking into account guidance in the Landscape Character Assessment.[119]

11.324 The development will seek to minimise the number of trips made by private car to and from the site by connecting with adjacent residential areas, employment locations, leisure uses and centres, via a network of safe walking and cycling routes and public open spaces. Priority should be given to cycle and pedestrian routes that provide direct access to the existing and proposed cycle and pedestrian network, together with opportunities for linking access to public transport.

---

[119] Greater Manchester Landscape Character Assessment GM Landscape Character & Sensitivity Report

11.325 The existing active travel route to the site's western edge should be retained and enhanced and could form part of a landscape buffer to existing residential properties. In addition, consideration should be given to a number of existing informal routes and public rights of way to the site's northern edge that could also benefit from improved connectivity and enhancement, including access to Metrolink.

11.326 While the site is in a sustainable and accessible location, being well served by public transport and with convenient access to junction 23 of the M60, new vehicular access will be required into the site off the A6140 Lord Sheldon Way, integrating with the existing and proposed pedestrian and cycle network.

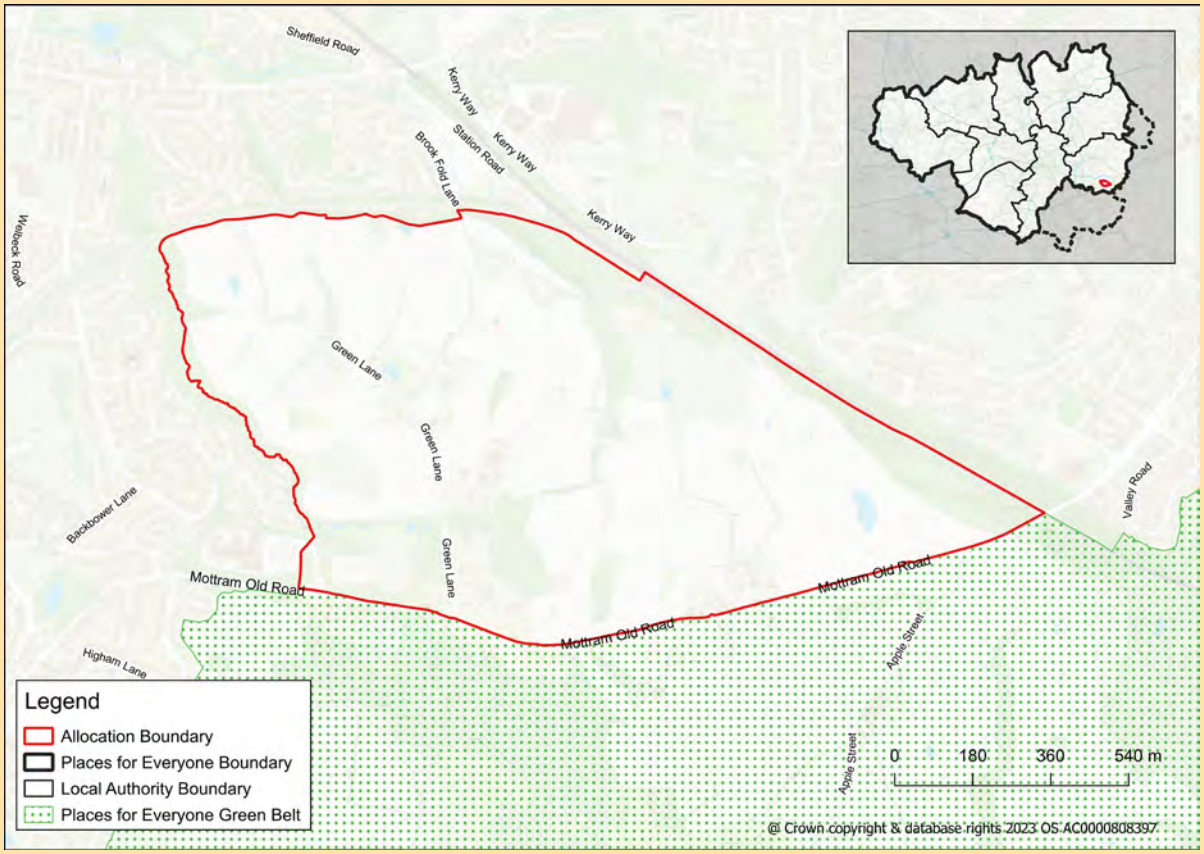
11.327 Alongside the intention that the development will ensure active travel becomes the most attractive form of local transport, it will also contribute towards active and healthy communities through on-site open space provision, in accordance with the Council's most up to date Open Space Review, and through the provision of safe and accessible connections to neighbouring public open spaces, including Daisy Nook Country Park.

11.328 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 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).

11.329 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.

Policy JP Allocation 28: Godley Green Garden Village

Picture 11.42 JPA 28 Godley Green Garden Village



Policy

Development of this site will be required to:

1. 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;
2. Ensure Garden City principles are enshrined throughout;
3. Be in accordance with a comprehensive masterplan, phasing strategy and design code approved by the Local Planning Authority for the whole site, developed through engagement with the local community, Council and other appropriate stakeholders, in accordance with policy JP-D1;
4. Employ methods throughout the development process that will ensure the potential for archaeology is investigated as appropriate;

5. Ensure the character of, and interface between, new and existing development including the setting of heritage assets and dwellings and gardens, particularly those within the site, are sensitively designed and acknowledged by development proposals;
6. 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;
7. Deliver higher density residential development around Hattersley train station in accordance with JP-H4, and around the village hubs;
8. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development and, where appropriate, set aside land within the allocation to facilitate the expansion of Alder High School in accordance with policy JP-P5, to be completed in an early phase of development;
9. 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-C8;
10. Provide, in 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;
11. Incorporate and enhance as attractive and desirable routes, existing public rights of way, the Trans Pennine Trail, and linkages to local assets such as Hyde town centre, schools, public transport services and Werneth Low Country Park;
12. Make provision for biodiversity, including 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-G8;
13. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to policy JP-G5, criterion 7 (c);
14. 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-G2; and
15. 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

11.330 Godley Green presents a significant opportunity to realise the ambitious vision of delivering a new large-scale settlement of around 2,350 new homes in the south of the borough, adjacent to the residential neighbourhoods of Godley and Hattersley. The site's semi-rural setting, together with an existing network of green and blue infrastructure set the framework for an attractive, high quality and accessible settlement that will be enshrined in Garden City principles and is a logical sustainable extension to the existing urban area.

11.331 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.
- 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.

11.332 National policy states that 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.

11.333 The site is in close proximity to both rail and motorway connections, with Hattersley train station located adjacent and Godley train station to the north. There is potential to enhance the existing sustainable travel opportunities,

through the provision of tram-train services along the Glossop line and new bridge access to Hattersley is required, connecting to the surrounding community. The ongoing regeneration in Hattersley will be reinforced by the development at Godley Green, providing positive outcomes and opportunities in an area of deprivation.

11.334 The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities. This could include the provision of older persons housing and plots for custom and self-build.

11.335 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).

11.336 To deliver a high-quality development it will be essential to have a clear and comprehensive masterplan, phasing strategy and design code, which should carefully consider matters of character, appearance and setting, including for example: orientation, materials, building heights, densities, boundary treatments, soft landscaping and enhanced screening. Such considerations will be particularly important in respect to historic buildings of local significance and existing residential properties.

11.337 This should be accompanied by an integrated approach to delivering infrastructure. This should include for example: a site wide drainage strategy, green, blue and grey infrastructure (including utilities provision), high speed broadband connectivity through fibre to the premises and electric vehicle charging infrastructure, either by providing charging points or through installing appropriate ducting to allow for future provision.

11.338 In addition, the site wide drainage strategy will need to incorporate sustainable drainage systems with the aim of achieving greenfield run-off rates as a means of combatting surface water flood risk and contributing towards climate change resilience.

11.339 The Historic Environment Assessment[120] has identified a number of non-designated built heritage assets within the site as having a degree of local heritage significance. In recognition of this, built heritage in the form of historic routes, field boundaries, hedgerows, farmsteads, the agricultural hamlet at Greenside and villas within their existing residential plots along Green Lane should be retained where possible and could be incorporated into the masterplan to help create a sense of place and link with the site's past.

---

[120] Historic Environment Assessment, GMSF Land Allocations, Tameside, Godley Green, University of Salford

11.340 A programme of archaeological assessment should inform the masterplanning approach to the site, allowing for archaeological evaluation to determine the extent and condition of potential remains, in particular around Greenside, east of Brookfold Wood, Green Lane and north of Brookfold. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning, or where the archaeology can be removed but first of all recorded. There may also be the opportunity to involve the community in such activities through excavation projects, for example at Dove House Farm.

11.341 Building for a Healthy Life[121], as the Government endorsed industry standard for well-designed homes and neighbourhoods, should be used alongside Garden City principles to guide the masterplanning and development of Godley Green as an attractive, functional and sustainable settlement with the aim of achieving Building for a Healthy Life commendation.

11.342 Due to the site's semi-rural location, topography and landscape character; architectural and landscape design solutions must be innovative and creative; taking into account guidance in the Landscape Character Assessment.[122] This could include integration into the surrounding landscape, particularly along development edges, and the interface between new and existing development along Green Lane and the historic hamlet of Greenside on Mottram Old Road, particularly where the rural landscape and views contribute to the significance of farmsteads and where buffer zones could retain a sense of openness.

11.343 Godley Brook as a key landscape feature, which runs south-north through the centre of the site, will effectively divide Godley Green into two smaller villages, each served by a local hub offering a range of community and retail facilities in which residents can meet most of their day-to-day needs. Although it is not envisaged that convenience retail floor space should exceed 500 sqm gross external area within each local hub.

11.344 As part of the hubs, there may be potential to develop a hotel or elderly care facilities which would take advantage of the co-location with the proposed retail and community facilities and in particular the proximity to Hattersley train station.

11.345 Flexible workspace could be delivered within the site close to Hattersley train station, providing employment opportunities for residents. With the proximity

---

121 Building for a Healthy Life - A Design Toolkit for neighbourhoods, streets, homes and public spaces Building for a Healthy Life

122 Greater Manchester Landscape Character Assessment GM Landscape Character & Sensitivity Report

of two railway stations, public transport, motorway connectivity and active travel network, it is envisaged that a wide range of employment opportunities located around Hyde, Tameside and across the city region will be accessible to Garden Village residents.

11.346 Although the site is within a sustainable and accessible location, new access and linkages into the site off the A560 Mottram Old Road together with the existing and proposed pedestrian and cycle network will be necessary. Fibre to the premises will also enable opportunities for home working as a sustainable alternative to traditional commuting.

11.347 It is also important that landscape, habitat and ecological features such as Werneth Brook and Brookfold Wood Sites of Biological Importance (Ancient Woodland), protected trees and woodlands, hedgerows, together with the array of ponds and watercourses and other green infrastructure, are protected and managed as part of the comprehensive masterplan of the site to maintain and enhance their conservation status and prevent habitat fragmentation.

11.348 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-G5, criterion 7 (c).

11.349 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[123] and other age friendly design principles[124] should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

11.350 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).

11.351 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

---

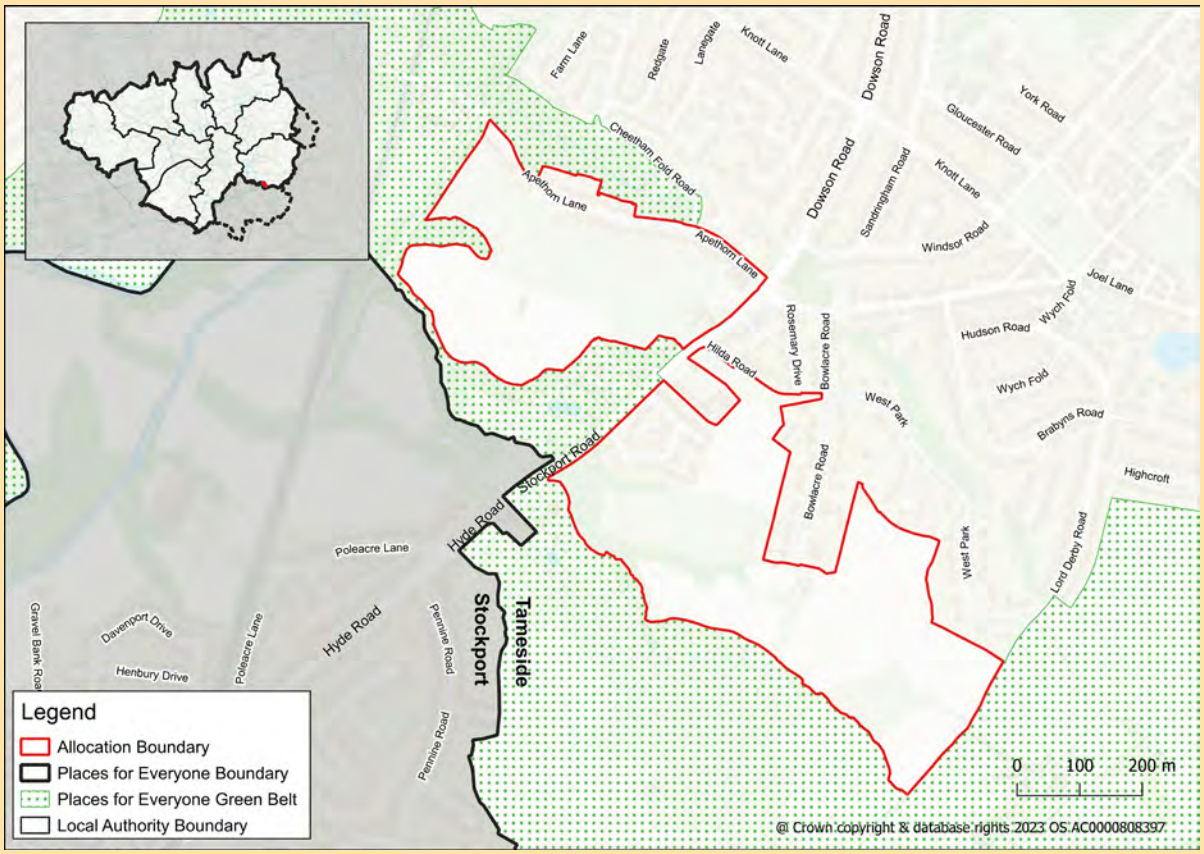
123 Sport England – Active Design | Sport England.

124 For example the WHO's Age-friendly Cities Framework Age-friendly Cities Framework

(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.

Policy JP Allocation 29: South of Hyde

Picture 11.43 JPA 29 South of Hyde



Policy

Development of this site will be required to:

1. 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;

2. Be in accordance with a comprehensive masterplan, phasing strategy and design code approved by the Local Planning Authority for the whole site, developed through engagement with the local community, Council and other appropriate stakeholders, in accordance with policy JP-D1;
3. Ensure the character of, and interface between, new and existing development including the setting of heritage assets and dwellings and gardens, particularly those within the site are sensitively designed and acknowledged by development proposals;
4. Ensure that development edges successfully integrate into the adjoining landscape;
5. Deliver lower density residential development as the site elevation increases toward its eastern most extent at Lord Derby Road, having regard to the Landscape Character and Sensitivity Assessment within the plan's evidence base, and the guidance and opportunities identified within the Pennine Foothills (Dark Peak) character type;
6. Take appropriate account of relevant heritage assets and their settings, including the Grade II* listed Apethorn Farmhouse and Grade II Pole Bank Hall, in accordance with policy JP-P2. This shall include delivery of 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;
7. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base;
8. Make financial contributions for offsite additional primary and/or secondary provision to meet needs generated by the development in accordance with JP-P5;
9. 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-C8;
10. 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;
11. Make provision for biodiversity, including taking appropriate account of the designated Pole Bank Site of Biological Importance, priority species and ecological features in accordance with policy JP-G8;
12. Define and strengthen the boundaries of the Green Belt between the eastern development parcel and the adjoining retained Green Belt to the south such that they will comprise physical features that are readily recognisable and likely to be permanent;

13. 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;
14. 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; and
15. 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

11.352 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 is a logical, sustainable, extension to the suburb of Gee Cross.

11.353 Apethorn Fold is a small group of historic agricultural buildings, straddling Apethorn Lane to the north of the allocation. The Grade II* listed Apethorn Farmhouse is considered to be a rare surviving example in Tameside of a medieval cruck framed open hall house, which once comprised domestic accommodation to the north and shippon used to house animals to the south, separated by a cross passage. The farmhouse which dates back to the C.15 and altered during the C.17-C.19 owes its survival in part to its timber truss construction.[125] The farmhouse is currently unoccupied and has been identified on Historic England's Heritage at Risk Register, where its current condition has been recorded as very bad.

11.354 Development of the site is therefore expected to secure the restoration and long-term future reuse of the Apethorn Farmhouse and complex. A Heritage Impact Assessment will be required to support the masterplanning of the site and any subsequent planning applications, demonstrating how the proposal will support the retention, enhancement and long-term future use of Apethorn

[125] Historic Environment Assessment, GMSF Land Allocations, Tameside, South of Hyde, University of Salford

Farmhouse and complex and ensure the proposed new development has a positive impact on the heritage asset's conservation and setting.

11.355 It is expected that full restoration of the farm complex, including those features which are considered to be curtilage listed, will commence in the early phase of development and this be set out in the masterplan and phasing strategy. It is noted that this should include the curtilage listed building to the north side of Apethorn Lane which will remain within the Green Belt. In doing so, condition surveys, an archaeological presence on site and watching brief are all likely to be needed.

11.356 The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities. This could include older persons housing and plots for custom and self-build.

11.357 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).

11.358 To deliver a high-quality development it will be important to have a clear and comprehensive masterplan, phasing strategy and design code, which should carefully consider matters of character, appearance and setting. This includes for example: orientation, materials, building heights, densities, boundary treatments, soft landscaping and enhanced screening. Such considerations will be particularly important in respect to heritage assets and existing residential properties.

11.359 This masterplanning should be accompanied by an integrated approach to delivering infrastructure. This should include for example: a site wide drainage strategy, green, blue and grey infrastructure (including utilities provision), high speed broadband connectivity through fibre to the premises and electric vehicle charging infrastructure, either by providing charging points or through installing appropriate ducting to allow for future provision.

11.360 Taking into account the findings of the most recent strategic flood risk assessment, the site wide drainage strategy will need to incorporate sustainable drainage systems with the aim of achieving greenfield run-off rates as a means of combatting surface water flood risk and contributing towards climate change resilience.

11.361 A number of buildings and features have been identified within the site as having heritage significance. In recognition of this, built heritage, in the form of heritage assets, historic routes, field boundaries, hedgerows and woodland should be retained where possible and could be incorporated into the masterplan to help create a sense of place and link with the site's past.

11.362 A programme of archaeological assessments should inform the masterplanning approach, allowing for archaeological evaluation to determine the extent and condition of potential remains, particularly around heritage assets. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning, or where it can be removed but first of all recorded.

11.363 Due to the sites' semi-rural location, topography and landscape character; architectural and landscape design solutions must be innovative and creative; taking into account guidance in the Landscape Character Assessment.[126] This could include integrating into the surrounding landscape, particularly along development edges, at the interface between new and existing development and as the site ascends in elevation toward Lord Derby Road. This is also particularly relevant where the rural landscape and views contribute to the significance of heritage assets and where buffer zones could retain a sense of openness.

11.364 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.

11.365 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).

11.366 Building for a Healthy Life[127] as the Government endorsed industry standard for well-designed homes and neighbourhoods should be used to guide the masterplanning and development as an attractive, functional and sustainable settlement with the aim of achieving Building for a Healthy Life commendation.

11.367 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

---

126 Greater Manchester Landscape Character Assessment GM Landscape Character & Sensitivity Report.

127 Building for a Healthy Life - A Design Toolkit for neighbourhoods, streets, homes and public spaces Building for a Healthy Life.

direct connection to the existing and proposed cycle and pedestrian network, Woodley Railway Station and Hyde town centre where possible.

11.368 Development of this site has the potential to create education, training and employment opportunities during the construction phase for local residents, thus bringing about benefits to these communities by providing locally accessible employment.

11.369 Although the site is in a sustainable and accessible location, being well served by a high frequency bus service between Ashton-under-Lyne and Stockport, with convenient access to the Marple rail line at Woodley and the highway network; new access and linkages into the site off the A560 Stockport Road together with the existing and proposed pedestrian and cycle network will be necessary.

11.370 The GM Rail Prospectus articulates the future vision for rail with longer trains and more frequent services, and TfGM has committed in Our Five-Year Transport Delivery Plan to explore the options for delivering a Metro/tram-train service on the Marple line with the potential to deliver greatly increased capacity and connectivity. Therefore, enhancing pedestrian and cycle connectivity between the site and the nearby Woodley station will be critical in improving a move away from private car use.

11.371 It is also important that landscape, habitat and ecological features such as Pole Bank Site of Biological Importance (Ancient Woodland), protected trees and woodlands, hedgerows, together with the array of watercourses and other green infrastructure are protected and managed as part of the comprehensive masterplan of the sites to maintain and enhance their conservation status and prevent habitat fragmentation.

11.372 Open space and recreation areas comprise an essential element of Building for a Healthy Life principles, contributing to the creation of healthy and active communities. Sport England's Active Design[128] and age friendly design principles[129] should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

11.373 The allocation is identified as containing Mineral Safeguarding Areas for brick clay (66.4% of the site), surface coal (66.4% of the site) and sandstone (13.7% of the site) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

---

128 Sport England –Active Design | Sport England.

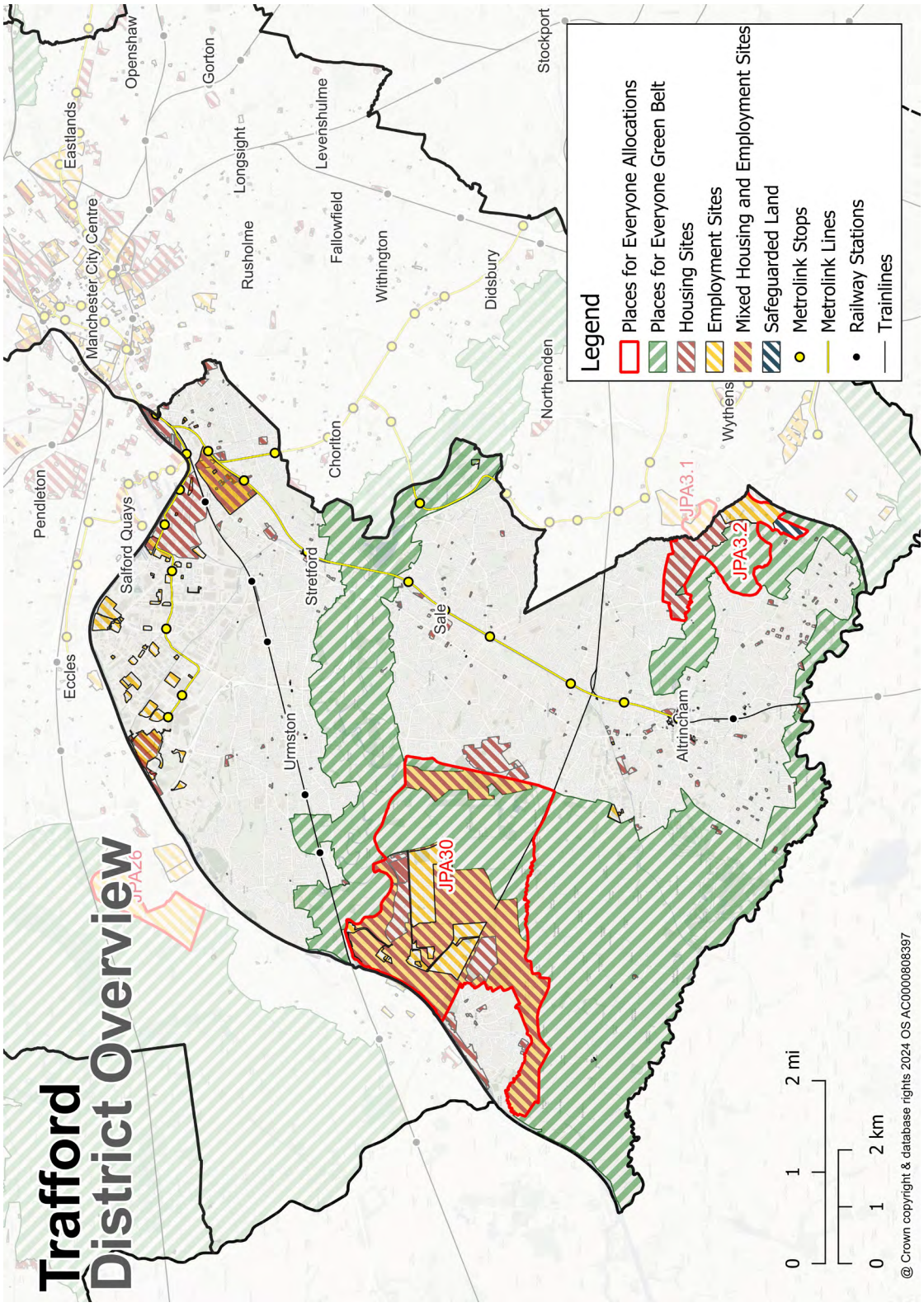
129 For example the WHO's Age-friendly Cities Framework Age-friendly Cities Framework.

Blank Page

Blank Page

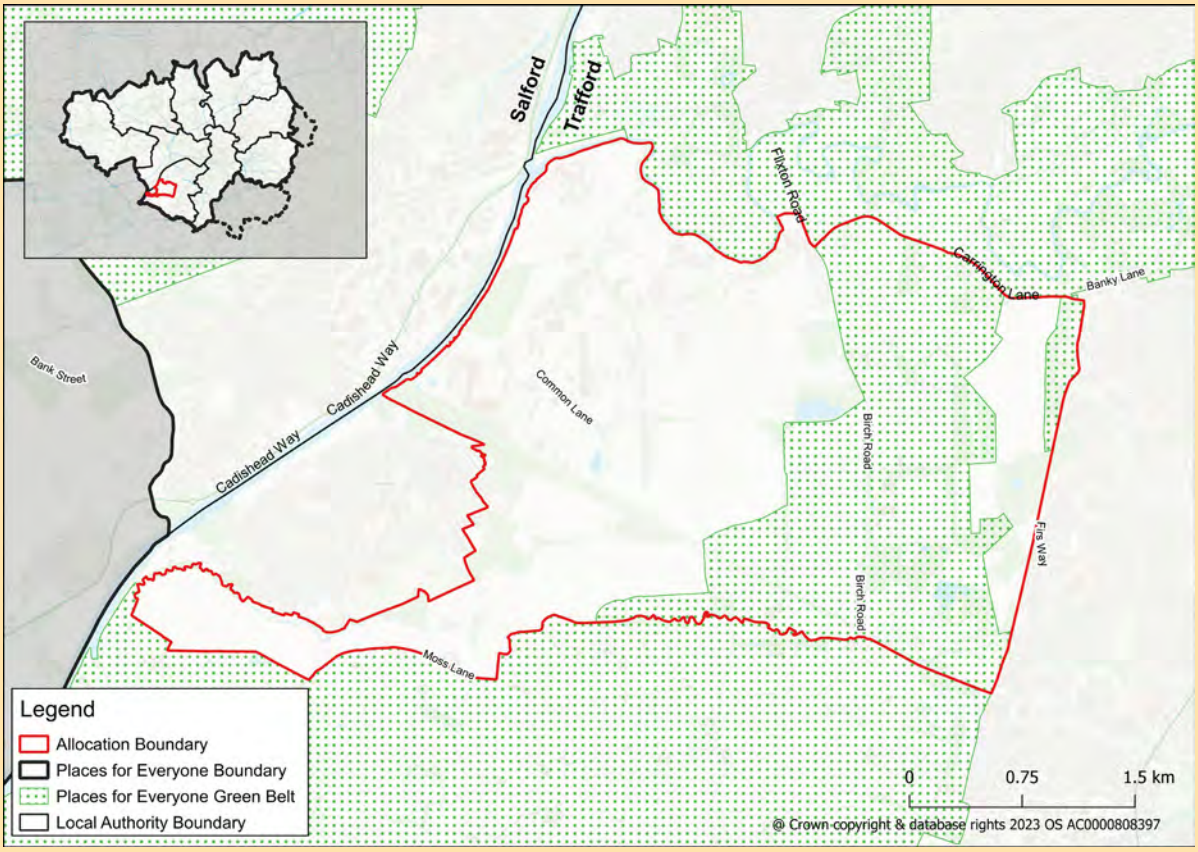
Strategic Allocations in Trafford

Picture 11.44 Trafford District Overview

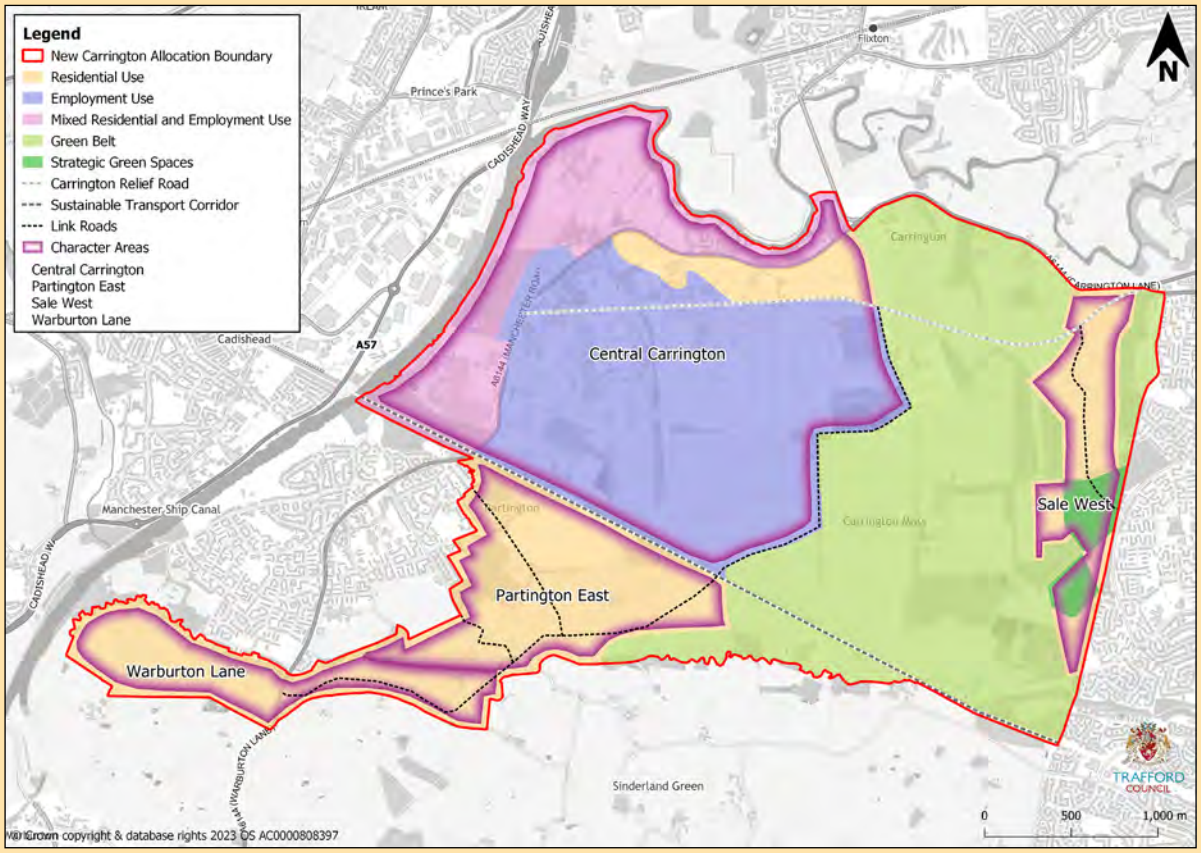


Policy JP Allocation 30: New Carrington

Picture 11.45 JPA 30 New Carrington



Picture 11.46 New Carrington Indicative Allocation Plan



Policy

Development of this site will be required to:

1. Be in accordance with a masterplan that has been developed in consultation with the local community and approved by the local planning authority. The masterplan must include a phasing and delivery strategy, as required by policy JP-D1. 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 parts of the site. It should also have regard to the anticipated Hynet North West Hydrogen pipeline (as relevant). The masterplan will be prepared in partnership with key stakeholders to ensure the whole allocation is planned and delivered in a coordinated and comprehensive manner with proportionate contributions to fund necessary infrastructure;
2. Have regard to the relevant Health and Safety Executive's consultation zones and Land Use Planning advice;

Residential Development

3. Deliver around 5,000 units at Carrington / Partington and Sale West;
4. Deliver residential development at the following average densities, recognising the distinct characteristics of each area (as set out on the Indicative Allocation Plan (Picture 11.46):

    - Central Carrington – average 35 dph
    - Sale West – average 40 dph
    - 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

5. Make provision for a minimum of 15% affordable housing across the allocation to be provided in accordance with local policy requirements in relation to type and tenure;
6. Make appropriate provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;

Employment development

7. Deliver around 350,000 sqm (gross) of employment opportunities for B2 / B8 uses;

Transport, Integration and Accessibility

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-C8;
9. 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;
10. 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;
11. Provide an east / west strategic sustainable transport corridor across the site from the Manchester Ship Canal to Sale to link with the wider Carrington Greenway scheme;
12. Contribute to new / enhanced bus services and deliver bus priority infrastructure within the site and, where appropriate, on bus routes linking to the site;

13. Facilitate delivery of the Carrington Relief Road to provide an alternative route to the A6144, incorporating provision for pedestrians, cyclists and bus priority measures;

Community Facilities

14. Create a local centre comprising a range of small shops and services, within the 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;
15. Provide a Neighbourhood Centre in the Central Carrington and Sale West character areas to provide local services and community facilities to meet local needs;
16. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development and, where appropriate, make provision for a new primary school on site, in accordance with JP-P5;

Green Belt

17. 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;
18. Define and/or strengthen the boundaries of the Green Belt around/within the site such that they will comprise physical features that are readily recognisable and likely to be permanent;
19. 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;

Green Infrastructure

20. Provide significant areas of open and publicly accessible green space throughout the allocation as part of the wider strategic green infrastructure network. Creating important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site;
21. Provide a range of types and sizes of open space in accordance with local planning policy requirements, 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;
22. Provide strategic green spaces broadly in the locations identified on the Indicative Allocation Plan (Picture 11.46). These areas will be protected from

development and will deliver improved green infrastructure and access (including new or improved public rights of way), to mitigate the impacts of development;

Natural Environment

23. Make provision for biodiversity, including taking appropriate account of Brookheys Covert Site of Special Scientific Interest (SSSI), eight local Sites of Biological Importance (SBIs), local nature conservation sites and features including woodland and hedgerows within the allocation, in accordance with Policy JP-G8;
24. Undertake hydrological and ground investigations as necessary to inform the comprehensive masterplan and use of suitable construction techniques to ensure any loss or deterioration of irreplaceable habitat, and adverse impacts on the hydrology of undeveloped areas, is minimised. Where loss or deterioration is unavoidable, a suitable compensation strategy should be identified and delivered, including the potential restoration of lowland raised bog and complementary habitats elsewhere within the site;
25. 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;
26. 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;
27. 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;

Landscape

28. Retain important landscape views and features such as the rides, hedgerows and tree belts and use these features to develop a distinct sense of place at New Carrington;
29. 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, particularly as regards layout and design that respects the settings of Dunham Massey estate, Warburton Village and Warburton Deer Park;

30. 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;

Design

31. Ensure new development is place-led, respecting the local character, heritage and positive local design features of the area;
32. Respect the urban/rural fringe setting in the design of the development, in terms of its height, scale and siting, and demonstrate high standards of design;

Historic Environment

33. Take appropriate account of relevant heritage assets 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;

Utilities, Environmental Protection and Climate Change

34. Mitigate flood risk and surface water management issues, both within and beyond the site, through the design and layout of development and in accordance with an allocation wide flood risk, foul and surface water management strategy, which will form part of the Masterplan/delivery strategy (Criterion 1);
35. Address land contamination issues by undertaking appropriate site investigations to identify the level of contamination and deliver effective remediation to ensure there are no unacceptable risks to human health and the water environment;
36. Incorporate appropriate noise and air quality mitigation particularly along major transport corridors and in relation to existing and new businesses, facilities and employment uses, including existing operational wastewater treatment works;
37. Improvements to the existing Partington and Altrincham wastewater treatment works will be supported where they are needed to respond to future foul and surface water infrastructure requirements; and
38. 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

11.374 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. As set out on the Indicative Allocation Plan (Picture 11.46) 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.

11.375 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 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.

11.376 The masterplan will need to have regard to the presence of peat on parts of the site and identify opportunities to restore habitats and minimise the loss of carbon as part of the development. The allocation was found sound at examination on the basis that, in principle, the public benefit arising from the development proposed would be likely to clearly outweigh the loss or deterioration of an irreplaceable habitat and that a suitable compensation strategy was capable of being delivered. The policy seeks to ensure that detailed development proposals are consistent with that conclusion.

11.377 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. 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.

11.378 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.

Residential development

11.379 The New Carrington site will deliver around 4,300 homes in the plan period and up to 5,000 new homes in total. High quality design will be essential to ensuring the successful integration of development with existing communities and in delivering a positive step change in the local area.

11.380 Picture 11.46 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

11.381 The site will primarily deliver family housing at a medium density to meet the identified need and reflect the existing residential communities around the site. Slightly higher densities of 40 dph are appropriate close to the existing Partington and Sale West communities, which reflects and builds on existing suburban development to create a sustainable urban extension. A lower density of 25 dph is appropriate on the land at Warburton Lane to reflect the rural character of this area and the need to avoid heritage assets. Higher density development (up to 55 dph) will be appropriate in and close to the local or neighbourhood centres. Development should be innovatively designed across the site to deliver the specified density whilst acknowledging the local context, landscape character and site characteristics.

11.382 Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. Reflecting the PfE Viability Assessment, the policy requires a minimum of 15% affordable housing to be delivered across the whole allocation. To achieve this, it is possible that some parts of the allocation will need to deliver a higher proportion of affordable housing than others. This should be considered as part of the preparation of the masterplan, the delivery strategy and through individual planning applications. The Council will monitor affordable housing provision across the allocation to ensure the 15% overall requirement is met. The type and tenue of any affordable housing provision should be delivered in accordance with the Trafford Local Plan.

Employment development

11.383 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 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.

Transport, integration and accessibility

11.384 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. This route will form part of the wider Carrington Greenway scheme providing an important sustainable transport link to Irlam Station, and improved east/west connections through the New Carrington site and linking to surrounding communities.

11.385 Public transport from the New Carrington area is currently unattractive in relation to the private car and it will therefore be essential for the development to provide genuinely attractive alternatives. This will require significant investment in bus priority measures (potentially including bus gates, dedicated bus lanes or busways and priority and signalised junctions) to minimise any delay from congestion on key roads.

11.386 The New Carrington Transport Locality Assessment provides a high-level assessment of current highways infrastructure and identifies key transport interventions which will be required to mitigate the impact of the New Carrington allocation. The Carrington Relief Road, a new strategic link through the site, is integral to delivering the development at New Carrington, providing increased capacity and access to the development parcels. Development proposals within the New Carrington allocation will need to make a proportionate contribution to the Carrington Relief Road, as well as other highways infrastructure across the site.

11.387 The New Carrington Transport Locality Assessment also identified key highway junctions which may require intervention to mitigate the impact of development, as well as other link roads which will be required to access development parcels within the site. The detailed design of these interventions will be determined by Transport Assessments to fully understand the impact of the development and to identify appropriate solutions.

11.388 These transport infrastructure improvements will enhance the attractiveness of New Carrington as an employment and residential location and also promote modal shift from car travel to sustainable travel modes.

Community facilities

11.389 A new local centre, located in the 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 Sale West and Central Carrington 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.

11.390 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.

Green Belt

11.391 The development will require the removal of some land from the Green Belt; but a significant area of Green Belt will remain within the allocation through the middle of the site which will prevent the merging of Carrington/Partington and Sale West. This green wedge will also provide an attractive setting for the development and will be an important green resource. It will include features which characterise the landscape such as the existing woodlands, hedgerows and rides. The wedge will be protected as a green infrastructure corridor, connecting Sinderland Brook to the Mersey Valley in the north.

11.392 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 should also be strengthened.

Green Infrastructure

11.393 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 strategic 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.

Natural Environment

11.394 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.

11.395 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 suitable for peat restoration or wetland habitats. Much of the area which may be suitable for peatland restoration or wetland habitats is within the identified Green Belt gap and it will therefore be protected from development. Other locations within the proposed development area will require ground investigations to establish the depth and quality of peat and to consider the potential for restoration, alongside development. Regard should also be had to the hydrology of development parcels and surrounding areas in assessing the impact on peat.

11.396 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. New Carrington has the potential to be an important part of 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.

Landscape

11.397 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 enhance the transition from the urban edge to the open countryside. Development should have 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 and surrounding area, 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 will need to have regard to these sensitivities (where relevant) and demonstrate how any landscape impact can be appropriately mitigated.

Design

11.398 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 relevant Design Guides / Codes. Specific parameters for the development of the site will be set out in the Masterplan.

11.399 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 to existing communities and through the site should be carefully considered.

Historic Environment

11.400 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 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. 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.

Utilities, Environmental Protection and Climate Change

11.401 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. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

11.402 Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood management.

11.403 The allocation includes the former Shell Carrington industrial estate and other industrial land uses. Prioritising development across these areas provides an opportunity to bring previously developed land back into beneficial use. However in doing so new development will need to ensure that any contamination risks are appropriately remediated and do not give rise to the pollution of any watercourse or groundwater and/or present risks to human health. The area is particularly sensitive for the water environment given its location above a Principal Aquifer and nearby surface waters (including the River Mersey and Sinderland Brook).

11.404 Noise mitigation such as woodland buffers and landscape bunds will ensure major transport corridors and employment uses are not seen to be bad neighbours to development.

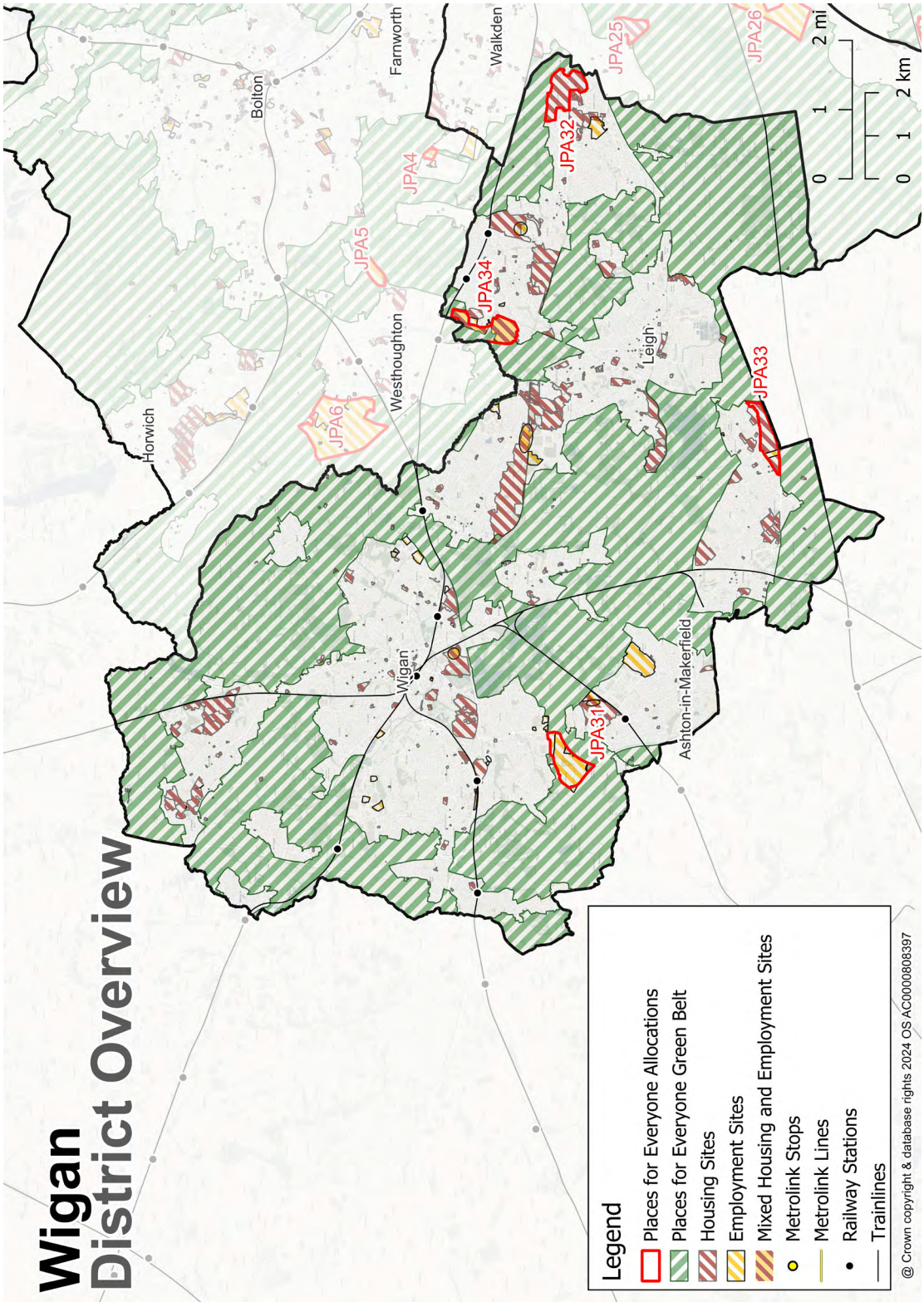
11.405 The allocation is identified as containing a Mineral Safeguarding Area for sand and gravel (26.5%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Blank Page

Blank Page

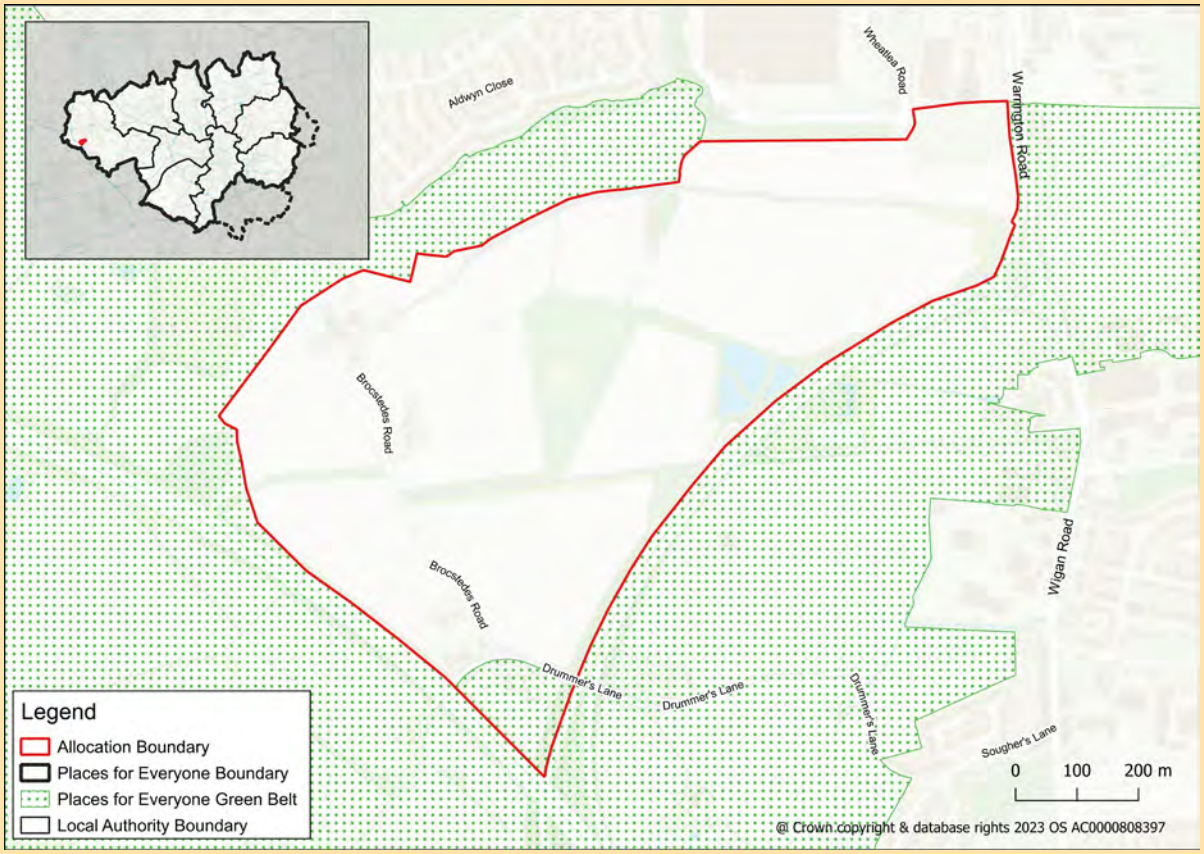
Strategic Allocations in Wigan

Picture 11.47 Wigan District Overview



Policy JP Allocation 31: M6 Junction 25

Picture 11.48 JPA 31 M6 Junction 25



Policy

Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council. This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;
2. Deliver around 140,000 sqm of high quality B2 and B8 employment floorspace;
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-C8;
4. Provide good quality road access from the M6 motorway and the A49, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads;

5. 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;
6. Incorporate a landscaped green infrastructure corridor, with walking and cycling links, connecting the A49 to the remaining area of Green Belt to the north, and ensure suitable diversions to public rights of way as necessary, with good links to the footbridge over the M6 motorway;
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;
8. Ensure that the site layout will not preclude the provision of a future road connection with Wheatlea Industrial Estate;
9. Safeguard land within the allocation for the provision of an all-ways junction at M6 Junction 25; and
10. 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

11.406 The M6 Junction 25 site presents a major opportunity to provide a high-quality location for substantial employment development in the M6 corridor. A masterplanning process will guide the future delivery of this major development scheme.

11.407 The M6 is a major business asset. It is the UK's most important strategic route for freight movement between the north and south of the country, and Wigan is the only district in Greater Manchester which has direct access to it. The site is large, relatively unconstrained, directly accessible to the motorway and has a long visible frontage along it. These attributes make the site highly attractive to the market, including key growth sectors such as logistics and advanced manufacturing which are growing rapidly in the North West, primarily due to its strong global connections including Manchester Airport and the new deep-water port at Liverpool 2.

11.408 There is a significant demand and requirement for large scale logistics development within the M6 Corridor. Yet, despite its strategic location, Wigan currently does not have the sites to attract this demand. This site has the scale, prominence and motorway connectivity to satisfy this demand and deliver new jobs and investment for the local economy.

11.409 Junction 25 is the main gateway into Wigan from the south and an all-ways junction would enhance the economic profile of the borough whilst taking full advantage of its strategic location, which will have sub-regional benefits. The site also has the potential to provide a connection to the adjacent established Wheatlea Industrial Estate, so that it also has improved access to the M6.

11.410 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 safe crossing of the A49 Warrington Road will need to be provided.

11.411 In accordance with Policy JP-C8, 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.

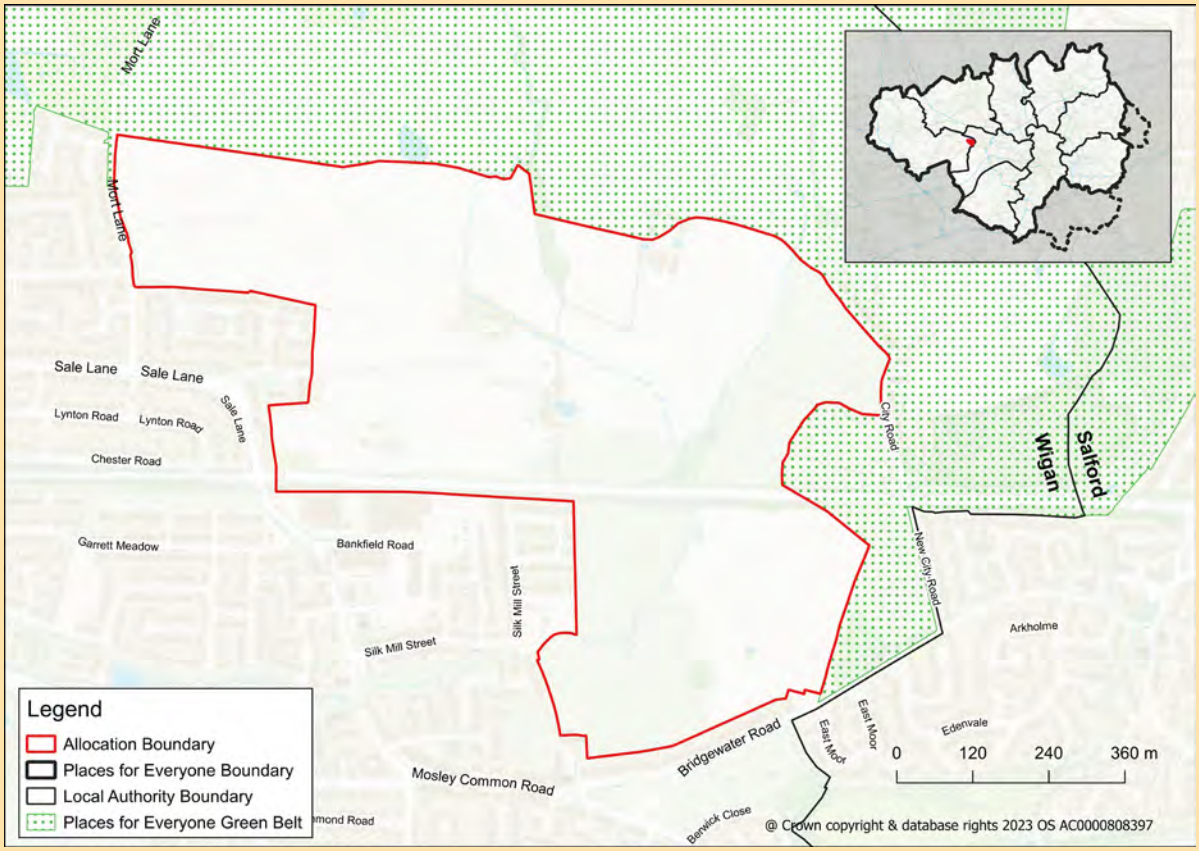
11.412 In order to make the site attractive to potential occupiers and to minimise any adverse visual impacts, high quality landscaping is required within the site and along sensitive site boundaries, including the A49 road frontage and the remaining Green Belt to the north.

11.413 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).

11.414 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.

Policy JP Allocation 32: North of Mosley Common

Picture 11.49 JPA 32 North of Mosley Common



Policy

Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 1,100 new homes, including affordable housing in accordance with local policy requirements, with higher densities close to existing and new bus stops on the Leigh-Salford-Manchester (LSM) Guided Busway, as applicable;
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-C8. This includes an additional stop on the busway, and proportionate contributions to increased passenger

capacity on the busway at peak times, subject to full detailed busway service analysis being undertaken in conjunction with Transport for Greater Manchester;

4. 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;
5. Provide new community facilities on-site in a suitably accessible location close to a future additional stop on the guided busway;
6. 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 make financial contributions for off-site additional secondary school provision to meet needs generated by the development, in accordance with Policy JP-P5;
7. Make provision for biodiversity, including taking appropriate account of areas of priority habitat, which include watercourses, ponds, hedgerows and areas of woodland on and/or around the site, in accordance with Policy JP-G8;
8. Protect and enhance the environs of Honksford Brook through the creation of a green infrastructure corridor, including safeguarding land for a flood storage area to mitigate the risk of flooding downstream;
9. Provide a robust landscaped boundary with open countryside in the Green Belt to the north;
10. 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
11. 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

11.415 Mosley Common and Tyldesley are located close to Salford and Manchester and offer an attractive location to help meet the city region's housing needs to the west of the conurbation.

11.416 The site forms a logical eastern extension to Tyldesley and maintains a substantial Green Belt gap with Walkden to the north east. It is a relatively flat and unconstrained site with capacity for around 1,100 homes in a sustainable location.

11.417 This site significantly benefits from the LSM Guided Busway which crosses the site providing direct and sustainable rapid public transport access to employment, leisure and retail services within Manchester City Centre and other places along its route. The busway opened in April 2016 and has strong patronage, with extra services added in 2017 to meet demand. There is an opportunity to create a new stop within the site to serve the development and increase the frequency of the service. Higher residential densities are appropriate and could be achieved close to any new stops and also the existing stop on Sale Lane to the west of the site. Provision will need to be made for pedestrian/cycle links from the development to busway stops.

11.418 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-C8. Good quality road access will need to be provided into the site from the local highway network.

11.419 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 accessible location within the site, 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.

11.420 In terms of educational provision, new primary education facilities will be required on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School which lies adjacent to the site, unless it is determined by the Council that this provision is not needed. A financial contribution will be required to meet the demand generated by secondary pupils.

11.421 Honksford Brook, which is classed as a main river, crosses the site and should be regarded as a priority green infrastructure asset. As such the habitat corridor should be protected and enhanced. Given its size, the site has potential to create significant volumes of run-off if infiltration is not possible.

This will be mitigated through the safeguarding of land as flood storage areas within the allocation and through the provision of sustainable drainage systems as appropriate.

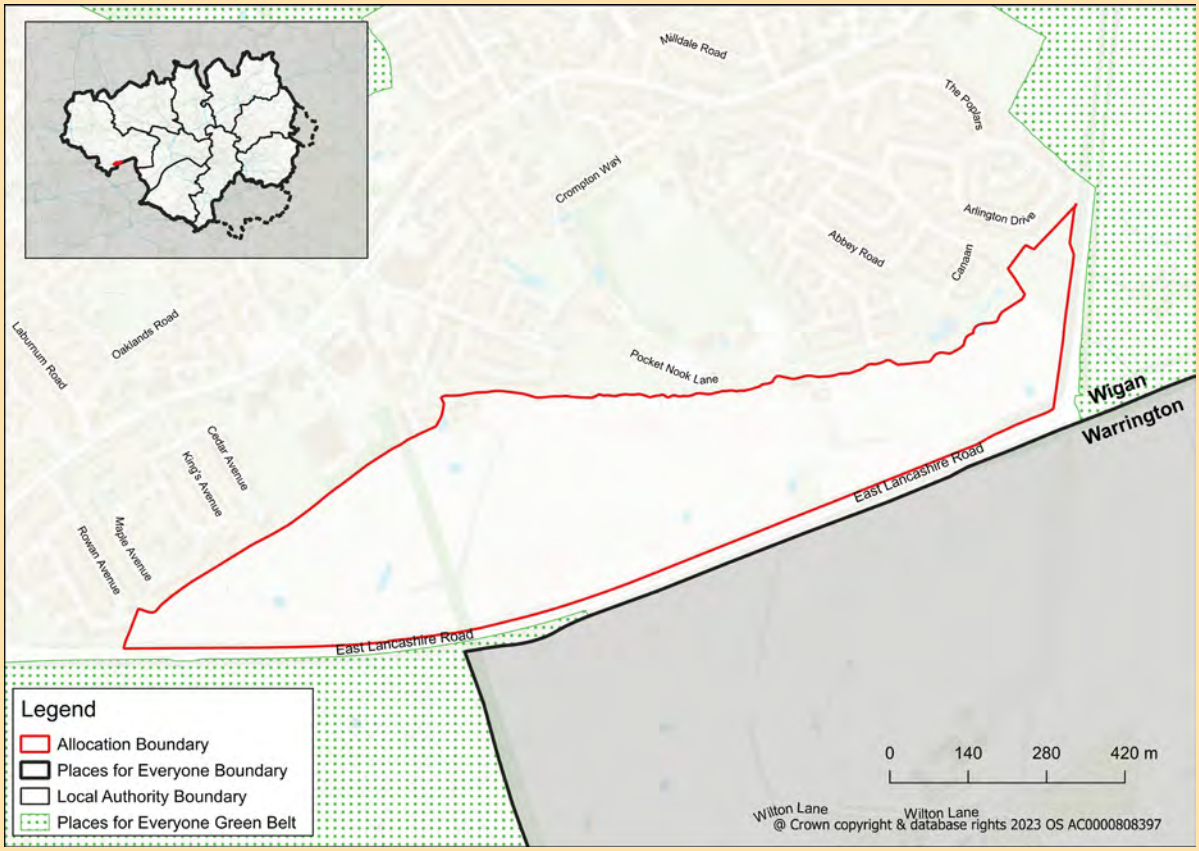
11.422 In order to ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by relevant site investigations, an archaeological assessment, the presence of priority habitats and other constraints and opportunities provided by the site. In accordance with Policy JP-G1, a 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.

11.423 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).

11.424 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.

Policy JP Allocation 33: Pocket Nook

Picture 11.50 JPA 33 Pocket Nook



Policy

Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council. This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;
2. Safeguard a north-south corridor towards the west of the site allocation for the potential construction of High Speed 2 Rail[130];
3. Deliver around 600 homes, including affordable housing in accordance with local policy requirements. Around 75 of these homes should be to the west of the safeguarded HS2 route on land accessed from Rowan Avenue;

[130] It should be noted that Government has not yet withdrawn the HS2 Safeguarding Directions.

4. Deliver around 15,000 sqm of E(g), B2 and/or B8 employment floorspace on land to the west of the safeguarded HS2 route accessed from Newton Road;
5. Deliver 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 if necessary, that is of a design quality to accommodate bus services;
6. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5.
7. 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-C8;
8. Protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor, in accordance with Policy JP-G2;
9. Make provision for biodiversity, including taking appropriate account of areas of priority habitat, which include ponds, hedgerows and areas of broad-leaved woodland on and/or around the site, in accordance with policy JP-G8;
10. Ensure that groundwater resources are not jeopardised through the construction process or uses thereafter; and
11. Take appropriate account of heritage assets and their settings, including the Grade II Listed Fair House Farmhouse on Pocket Nook Lane, in accordance with Policy JP-P2.

Reasoned Justification

11.425 Within the East Lancashire Road Corridor, the Pocket Nook strategic area provides an opportunity for a substantial housing and employment development. The principle of development on this site is established in the adopted Wigan Local Plan Core Strategy, which identifies the site within a broad location for new development.

11.426 Lowton is a popular residential area with excellent road connections into both the Manchester and Liverpool City Regions via the A580 and is also in close proximity to the M6.

11.427 There is potential to enhance sustainable travel opportunities by foot, cycle and public transport in the Lowton 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-C8.

11.428 A north-south corridor in the west of the allocation has been safeguarded by the Government for the potential delivery of HS2 Phase 2B[131]. This safeguarded zone needs to kept free from development to enable access and for servicing. If delivered, 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.

11.429 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 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.

11.430 A small parcel of residential development on the western edge of the site is accessible from Rowan Avenue.

11.431 Carr Brook, which is classed as a main river, crosses the site and should be regarded as a priority green infrastructure asset. As such the habitat corridor should be protected and enhanced.

11.432 Three Groundwater Source Protection Zones have been identified either within or immediately adjacent to the northern boundary of the site. The design of new development should ensure that there are no adverse impacts to groundwater resources or groundwater quality and ensure compliance with the Environment Agency approach to groundwater protection.

11.433 Fair House Farmhouse on Pocket Nook Lane is a Grade II Listed Building. The building is important in many respects, not least as an example of timber-framing in an area where little remains. In order that its heritage setting is retained or enhanced consideration needs to be given at a detailed stage to the treatment of the northern portion of the site to ensure that any development harmonises with the wider setting of the Listed Building and it does not harm its heritage value and significance.

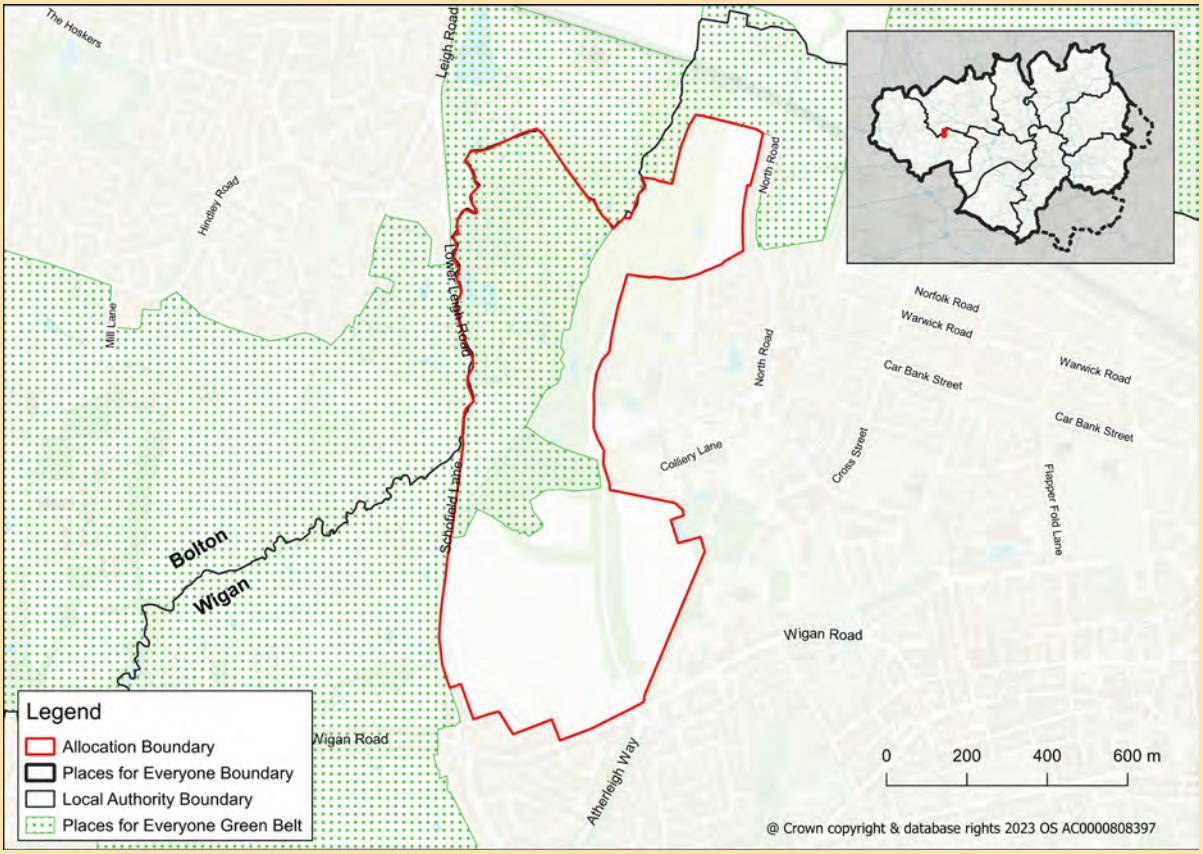
11.434 To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout, including infrastructure provision, will need to be informed by an archaeological assessment and other constraints and opportunities provided by the site.

---

131 https://www.gov.uk/government/publications/hs2-phase-two-safeguarding-maps-warrington-trafford-and-wigan

Policy JP Allocation 34: West of Gibfield

Picture 11.51 JPA 34 West of Gibfield



Policy

Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 500 new homes, including affordable housing in accordance with local policy requirements;
3. Deliver around 45,500 sqm of E(g), B2 and/or B8 employment floorspace on land in the southern part of the site;
4. 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;
5. 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-C8;
6. Ensure convenient and safe access for pedestrians and cyclists within the site towards local bus services and Daisy Hill and Hag Fold rail stations;
7. Make financial contributions for offsite additional primary and/or secondary school provision to meet needs generated by the development, in accordance with policy JP-P5;
8. 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;
9. Provide a 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;
10. Ensure appropriate provision is made to sufficiently mitigate the impact of development on great crested newts;
11. Make provision for biodiversity, including taking appropriate account of Sites of Biological Importance and areas of priority habitat, which include ponds, watercourses, dry heath/acid grassland, hedgerows and areas of woodland on and/or around the site in accordance with policy JP-G8;
12. 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
13. 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

11.435 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 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.

11.436 The M61 corridor is a strategic opportunity for Greater Manchester but while Atherton, Hindley and Leigh are close to the M61, existing routes to the motorway are constrained and not conducive to attracting economic development. Improved road infrastructure between Gibfield Park Way and Junction 5 of the M61, via the Chequerbent junction on the A6, will be transformative for the area. The development is therefore required to extend Gibfield Park Way northwards as far as possible within the allocation and safeguard sufficient land to allow for a potential future extension to the A6 and M61 in Bolton.

11.437 In accordance with Policy JP-C8, highway 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.

11.438 There is also a need for strategic improvements to services along the Atherton railway line between Wigan and Manchester, via Daisy Hill station, specifically to increase capacity at peak times, and increase service frequencies and extent, in accordance with Policy JP-C8. 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 convenient and safe access within the site towards Daisy Hill and Hag Fold stations for pedestrians and cyclists.

11.439 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-G8. The ongoing maintenance of the country park will need to be agreed with the Council.

11.440 In order to make the site attractive to potential occupiers and to safeguard the amenity of existing and future residents, high quality landscaping is required within the site and along sensitive site boundaries, including the provision of appropriate screening from the employment development. Street trees and other strategic landscaping will be required along Gibfield Park Way, which is the key route through the site.

11.441 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).

11.442 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.

11.443 The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sandstone (18.1%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

Blank Page

Delivering the Plan



12.1 The Greater Manchester Strategy (GMS) sets out a clear vision for Greater Manchester. This Plan has a vital role in delivering this vision but many of the necessary actions lie outside its scope and will be taken forward through other strategies, plans and programmes. Delivering these ambitions is a challenge but our history demonstrates that we are able to rise to this challenge. The level of growth proposed will require substantial amounts of investment from both the public and the private sector. It is therefore important that this Plan is supported by sources of funding and delivery mechanisms that are both timely and appropriate.

12.2 There are a number of adopted or emerging strategies and plans which relate to different infrastructure provision or influence the policy direction within this Plan, for instance the Infrastructure Strategy, Housing Strategy, Greater Manchester Transport Strategy 2040 refresh, Estates Strategy, Health and Social Care Strategic Plan, 5-year Environment Plan and the Natural Capital Investment Plan. Please see each of these strategies for their own methods of delivery.

Implementation

12.3 In implementing the policies and proposals within this Plan, Local Authorities, the Mayor and GMCA will all have important roles, and should make best of all appropriate delivery mechanisms available, including:

- Working in partnership with other delivery agencies and organisations such as Homes England, the Environment Agency, Sport England, National Highways, Transport for Greater Manchester and utilities companies to ensure that essential infrastructure is provided.
- Working in partnership with landowners, developers and other private sector organisations to secure deliverable development proposals and investment.
- Establishing Mayoral Development Corporations, and preparation of Local Plans, Local Development Orders, Supplementary Planning Documents, Masterplans and other frameworks to provide context and support for site and area-specific delivery.
- Support for Neighbourhood Planning and other local and community-led initiatives.
- Application of the Development Management process and other relevant regulatory functions.
- Use of compulsory purchase powers to assist with site assembly.
- Proactive use of publicly owned land holdings to assist in land assembly and the delivery of development.
- Use of Government grants, other sources of funding and prudential borrowing.

- Use of Section 106 agreements to secure affordable housing and other types of planning obligations.
- Use of tariff-based systems such as the Strategic Infrastructure Tariff and Community Infrastructure Levy for infrastructure delivery, where appropriate and in accord with the most current statutory regulations.
- Use of other sources of funding such as the lottery fund and other initiatives as they arise.

12.4 We will work in a collaborative way with infrastructure providers, national government, regulators and others involved in infrastructure planning and funding, to ensure the effective development and implementation of the infrastructure needed to support the delivery of the vision and objectives set out in this Framework.

Policy JP-D1: Infrastructure Implementation

To ensure the effective development and implementation of the infrastructure needed to deliver the vision and objectives of the Plan:

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. Key infrastructure providers include NHS Greater Manchester Integrated Care Partnership (formerly Clinical Commissioning Groups), the NHS, National Highways, Network Rail, Transport for Greater Manchester, United Utilities, the Environment Agency, National Grid, Cadent, United Utilities and digital/ telecommunication providers;
3. Ensure that future investment plans have regard to this Plan. The involvement of regulators (including Ofcom, Ofwat and Ofgem) will be critical in this regard;
4. Minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and
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:

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;
7. Require applicants to prepare an infrastructure phasing and delivery strategy 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
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 capacity to support the delivery and occupation of their proposed development. 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.

12.5 We have strong links with the various infrastructure providers that service the conurbation, including United Utilities, Environment Agency, Electricity North West, Cadent (gas) digital/telecommunication providers. The continuation of this co-operative working relationship is key to ensuring delivery of this policy. Developers, landowners and building occupants also have a role to play in demand management, early engagement with utility providers and co-operative working to avoid disruption.

Infrastructure Strategy

12.6 The quality, distribution and resilience of infrastructure will be an important factor in determining whether the GMS and consequently this Plan, is successfully implemented and delivered. Infrastructure is essential to support the delivery of the vision and objectives of this Plan.

12.7 The capacity of the utility network to accommodate increased demand is considered generally robust. However, population, economic growth and changes in technology will increase demand, both for new and for existing infrastructure. Combined with a backlog of capital investment, historically low levels of investment compared to other countries and continually growing and changing expectations for infrastructure requirements over the next thirty years will be substantial. This is why we are working with the Government

through the Local Industrial Strategy to ensure that the right powers and funding are in place to ensure the timely delivery of the right infrastructure in the right place at the right time.

12.8 An Infrastructure Framework for Greater Manchester[132] has been produced. It frames the key issues and priorities which need to be addressed and sets out:

- The key trends affecting Greater Manchester's Infrastructure to 2040
- How these trends will affect each infrastructure network
- The eleven challenges that will have to be overcome through a series responses

12.9 The Greater Manchester Strategic Infrastructure Board will consider and respond to the issues and challenges raised by the Infrastructure Framework. It includes representatives from United Utilities, Electricity North West, Cadent, Environment Agency, Transport for Greater Manchester as well as GMCA officers and Chief Resilience Officer.

Delivering New Infrastructure

12.10 To achieve our ambitions, investment in transport infrastructure is required, as is the need to invest in enabling infrastructure, such as social infrastructure, green infrastructure, water, wastewater, energy and digital connectivity.

12.11 The "Greater Manchester Transport Strategy 2040" (refreshed in 2020) describes our ambitions for transport in more detail. It outlines how significant investment in sustainable modes of transport, in particular, will be essential to achieving this more sustainable vision for the future. The Strategy is supported by Our Five-Year Transport Delivery Plan, updated annually, to set out the immediate and longer-term programme for transport interventions needed to support sustainable growth. The Greater Manchester Cycling and Walking Infrastructure Proposal sets out a vision for Greater Manchester to become the first city region in the UK to have a fully joined up walking and cycling network.[133] To support the delivery of the proposal, a broad range of improvement measures will be required, varying from route to route, including the provision of easy crossing points, innovative approaches to junction design, and the creation of fully segregated cycleways. The availability of future funding, particularly from central government, will be a key determinant of the extent to which the necessary improvements to our connectivity and transport infrastructure can be achieved. New development will also have a significant role in supporting the delivery of new and improved transport infrastructure and services.

---

132 GM Infrastructure Framework 2040

133 Mayor of GM, GMCA and TfGM (2018): Greater Manchester's cycling and walking infrastructure proposal

12.12 There is a growing need for social infrastructure across the Plan area, in particular to support education and health provision. Central government provides the majority of the capital funding through the basic need grant and Department for Education (DfE) free school programme to create school places and to carry out capital maintenance and repair work to existing school buildings, supplemented by capital contributions from individual local authorities. Since 2013, Public Health has been the responsibility of local authorities, which allows for a more joined-up approach to the delivery of public health policies and facilities. In April 2016, Greater Manchester became the first region in the country to take control of its combined health and social care budgets. As part of this, a key aim is to better integrate health and social care services including wider community health services. Local Authorities work with Clinical Commissioning Groups (now the NHS Greater Manchester Integrated Care Partnership) and NHS England to determine what investment is required by monitoring housing and population growth. Contributions secured through Section 106 agreements can be used to support the provision of new social infrastructure facilities, particularly in Strategic Allocations where there is limited existing infrastructure.

12.13 The city's green infrastructure provides a wide range of benefits and services that generate significant economic value in a cost-effective way. However, provision of green infrastructure has traditionally been the responsibility of public authorities and various public or third-sector land-management bodies. In an attempt to address the problem of not properly valuing the services and benefits of green infrastructure, the Government has committed to including natural capital accounts in the UK Environmental Accounts by 2020. This re-framing of our understanding of the economic value of green infrastructure should mean that developers are more willing to integrate green infrastructure into developments rather than considering the provision of green space as simply a condition of planning. A Natural Capital Investment Plan for Greater Manchester is being prepared which will promote investment and delivery of opportunities to protect and enhance our natural capital. This Plan will help to ensure that the economic benefits of green infrastructure can be understood alongside other key indicators of economic performance.

12.14 Investment in energy, fresh water and wastewater infrastructure is usually funded by providers through user charges to the consumer and connections charges to developers. Spend on new assets and operating costs are agreed through negotiations between the provider and regulator. These plans are then set out at the beginning of the regulatory price-control period in the provider's business plan. Capital expenditure is funded through user charges, so utilities companies typically borrow to fund the upfront costs of investment. The scale of growth in some parts of the Plan area may require significant capital investment in water and energy infrastructure, so investment ahead

of demand will be required to ensure the utilities are available when sites are developed. In collaboration with the GMCA we are working with providers to ensure the investment is secured to support development at the right time.

12.15 New digital connectivity infrastructure is typically paid for upfront through finance or private equity investment backed by user charges and connections charges to developers. In general, decisions on where to invest in infrastructure are determined on a demand-led basis. The fast-changing nature of digital technology and increasing dependence on faster broadband means that investment ahead of demand should be supported. In collaboration with the GMCA we are working with providers to ensure the investment is secured to support development at the right time.

Funding

12.16 There is a significant gap between the public-sector funding required to deliver and support our growth, and the amount currently committed to fund it. In some areas of the city region, major development projects are not being progressed because of the uncertainty around funding. Developments will need to deliver, or help to enable the delivery of, infrastructure required to support sustainable communities, through planning conditions, and developer contributions secured in a variety of ways. These methods include: Section 106 planning obligations, the Community Infrastructure Levy, and agreements made under Section 278 of the Highways Act 1990 (as amended).

12.17 Planning obligations made under Section 106 of the Town and Country Planning Act 1990 (as amended), are a mechanism used to make development acceptable in planning terms through securing the provision of affordable housing or the delivery of infrastructure or requiring development to be used in a particular way. Planning obligations must be used in accordance with national guidance and legislation and are subject to statutory and policy tests to ensure that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. A local planning authority should set out policies which indicate the level of contributions required. Site-specific legal contracts taking account of these policies are then made on a site-by-site basis, securing financial sums to pay for infrastructure provision, or through 'in-kind' contributions. Examples of in-kind contributions include: provision of land to accommodate new facilities provided by other organisations, construction and fit-out of new facilities, or provision of 'shell and core' space at peppercorn rent; however any direct delivery must not contravene state aid or public procurement rules.

12.18 The Community Infrastructure Levy (CIL) is a locally-determined, non-negotiable, pounds-per-square metre development charge designed to help finance the delivery of infrastructure and was introduced as a mechanism by the Government in April 2010. In contrast to Section 106, which require developer contributions for infrastructure to mitigate a specific development, CIL is intended to address the cumulative impact of developments across an area. Variations in charging rates are permitted between areas within the planning authority, as well as by different types of development, which must be set out in a published charging schedule. Local authorities are able to determine their CIL charges according to local considerations, although these are subject to two rounds of public consultation and review by an Independent Examiner. Across the Plan area, only one Local Authority has progressed work sufficiently to implement a CIL charging schedule, adopted in Trafford in July 2014.

12.19 In October 2023 the Levelling-up and Regeneration Act 2023 was given Royal Assent. The Act introduces reforms to the planning system including a new mandatory and locally set infrastructure levy to replace the current system of developer contributions. The detailed design of the levy will be delivered through regulations.

12.20 Across the Plan area we have a range of locally based priorities to be fulfilled through developer contributions. Some boroughs have supplementary planning documents setting out these priorities and the likely scale of contributions that different types of development are likely to require.

Policy JP-D2: Developer Contributions

We will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, 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).

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.

Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine the weight to be given to a viability assessment alongside other material considerations.

Monitoring

12.21 Monitoring is a key component of any development plan document and therefore is key to the success of this Plan. To be effective plans need to be kept up-to-date and monitored. We need to regularly monitor performance to assess whether we are achieving our strategic objectives and whether our policies remain relevant, or whether they need to be updated.

12.22 This plan is based on a number of projections, forecasts and research available at this point in time. While these provide a sound basis for the plan's overall strategy and policies, it is important to understand that circumstances can change and that the plan is flexible to this change. It is therefore important to establish indicators that can be robustly monitored, to gain an understanding of any significant changes that could give rise to reconsideration of the content of the strategy or policies and to update the associated evidence base where required.

12.23 The table below sets out the proposed monitoring framework for the Plan. 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-Strat1), the Inner Areas (JP-Strat5), the Northern Areas (JP-Strat6) and the Southern areas (JP-Strat9). The spatial strategy geographical areas referred to in tables 12.1 – 12.7 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.

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 tables 12.1 – 12.7.

12.25 The outcomes of PfE monitoring will form part of each of the districts own Local Plan Authority Monitoring Reports.

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Reduce carbon emissions from new development	2,5,7,8,10	JP-S1, 2, 3 and 6 JP-P1	% of net additional residential development completed with an Energy Performance Certificate rating of A and B	✓	✓		
Maximise the use of suitable previously developed (brownfield) land for development	2,3,5,7,8,9	JP-Strat1 to 6, JP-Strat9, JP Strat12, JP-S1, JP-J2, J3, J4 and JP-H1 and H4	• % of residential development on brownfield land • % of gross employment development on brownfield land	✓	✓	1,5,6,9	
No new homes and employment premises at risk of flooding	2,8	JP-S1, and 4 JP-P1	No. of planning permissions approved against EA advice	✓	✓		All allocations with employment development
Improve air quality	2,5,7,8,10	JP-S1, S2 and S5	Exceedance of the legal level of NO2 (as an Annual Mean) in local AQMA and Clean Air Plan Monitoring	✓	✓		

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Improve productivity	3,5,10	JP-Strat1 to 12, JP-J1	% increase in GVA per job	✓	✓	1,5,6,9	
Increased number of jobs	3,5,10	JP-Strat1 to 12 JP-J1 and 2	Proportion of our residents (working age) in employment	✓	✓	1,5,6,9	
Improve access to jobs	4,5	JP-Strat1 to 12 JP-J1	Number of local labour agreements	✓	✓		
Increase overall office floorspace by 2 million sq.m by 2039	3,5	JP-Strat1 to 12 JP-J1 to 3	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-Strat1 and 4 to 11, JP-J1, 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-Strat1, 6, 9 and 12 JP-P4	• No of residential units (net) delivered in main town centres • GVA in and within 800m of the main town centres	✓	✓		

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Deliver net increase in new homes	1,2,3,5,7,10	JP-Strat1 to 3, 5 to 9, 11 and 12. JP-H1		✓	✓	1,5,6,9	All allocations with housing development
Maximise delivery of additional affordable homes	1,2,5,10	JP-H1 and H2	No. of new affordable homes completed	✓	✓		All allocations with housing development
Increase the number of homes meeting Nationally Described Space Standard (NDSS)	1,2,5,10	JP-H3	% 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-H3	% new homes meeting Accessible & Adaptable (A&A) standard	✓	✓		

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Enhance the green infrastructure network	2,5,7,8,9,10	• JP-Strat2, 3, 5, 12 and 13 • JP-G1 to 6, 8 and 9 • JP-P1	• Gross area of new habitat created from the application of biodiversity net gain • Number, area and condition of sites of biological importance (SBIs)	✓	✓	1,5,6,9	All allocations
Increase tree planting	2,5,7,8,9,10	JP-G7	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-G2 to 6 , 8 and 9 • JP-P6	Number of hectares of green infrastructure (metric will consider publicly accessible GI where information is available)	✓	✓	1,5,6,9	

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Conserve , sustain and enhance our historic environment and heritage assets	2,4	JP-Strat1 to 3, 6 and 12, JP-P1, 2 and 3	Increase % of buildings on the ''at risk register'' with a strategy for their repair and re-use	✓	✓		
Provision of additional school places to support new development	2,9	JP-Strat1, 2 and 9 JP-P1 and 5	Numbers of school places (Annual School Capacity survey). Consideration of 'headroom' statistics where available.	✓	✓		
Workforce is ready to benefit from new employment opportunities	3,5	JP-Strat5, 6, 9, 11 and 12 JP-P5	% of working age population with Higher Level (4+) qualification(s) and % of working age population with sub Level 2 qualification.	✓	✓	5,6	

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: Allocations
Increased proportion of daily trips by modes other than the car	2,5,6,7,10	JP-Strat1 to 12 JP-Strat14 JP-C1, 3, 5, 6 and 8	% of daily trips made by active travel, public transport, car & other (monitoring subject to further analysis of data collection methods – TRADS monitor undertaken by TfGM)	✓	✓		
Increased proportion of new development in an accessible location	2,5,6,7,10	JP-Strat14 JP-S1, 2 and 5 JP-C1, 3, 5, 6 and 8	% 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-C2	Number of premises with full fibre connectivity	✓	✓		
Increasing EV charging infrastructure	2,6,7	JP-S2 and C8	Number of EV charging points (% change can be monitored year to year or over longer time series)	✓	✓		

Policy Outcome	Places for Everyone Strategic Objective	Relevant Places for Everyone policy	Indicator (s)	Geographic level: Full area of Places for Everyone	Geographic level: District	Geographic level: Spatial Strategy Areas set out in Policies JP-Strat1, 5, 6 and 9	Geographic level: 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-S1, JP-S2, JP-J1, JP-H2, JP-G2, JP-G3, JP-G4, JP-G5, JP-G6, JP-G7, JPG 8, JP-P1, JP-P2, JP-P3, JP-P5, JP-P6, JP-P7, JP-C1, JP-C2, JP-C3, JP-C5, JP-C6, JP-C7, JP-C8, Allocations (where mitigation is identified)	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-H1 and H2 JP-D2	Developer contributions for the delivery of affordable housing	✓	✓		

Blank Page

Blank Page

Appendices



Blank Page

Appendix A:

Replaced District Local Plan Policies

Appendix A: Replaced District Local Plan Policies

A.1 Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 explains that 'where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.'

A.2 The following policies have been wholly or partially replaced. Any part of the policy which is not replaced will be retained and will remain part of the respective statutory development 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-S6	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-C7	All
P5.4 Servicing arrangements	JP-C8	All
P5.6 Transport needs of people with disabilities	JP-C5	All
P5.7 Transport assessments and travel plans	JP-C8	All
S1 Safe Bolton	JP-C8 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-S4	All
CG1.6 Energy requirements	JP-S2	All

Bolton Core Strategy (2011) - Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
CG1.7 Renewable energy	JP-S2	All
CG2 except CG2.2(c) Sustainable development	JP-S2	All
CG3 Built environment	JP-G1, JP-P1 and JP-P2	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

Appendix A: Replaced District Local Plan Policies

Bury Unitary Development Plan (1997) Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
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-S4	All
EN5/1 New Development and Flood Risk	JP-S4	All
EN6 Conservation of the Natural Environment	JP-G8	All
EN6/5 Sites of Geological Interest	JP-G8	All
EN7 Pollution Control	JP-P1	All
EN7/1 Atmospheric Pollution	JP-S5	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-G9	All
OL1/1 Designation of Green Belt	JP-G9	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-C5	All
HT2/6 – Replacement Car Parking	JP-C8	All
HT2/10 – Development Affecting Trunk Roads	JP-C8	All

Bury Unitary Development Plan (1997) Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
HT3 Public Transport	JP-C1 and JP-C3	All
HT4 New Development	JP-C8	All
HT6 Pedestrians and Cyclists	JP-C1, JP-C5 and JP-C6	All
HT6/2 – Pedestrian/Vehicular Conflict	JP-C5 and JP-C6	All
HT7 Freight	JP-C7	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-S6	All
MW2 Environmental Considerations For Mineral Workings	JP-S6	All
MW3 Waste Disposal Facilities	JP-S6	All
MW3/1 Derelict or Degraded Land (Waste)	JP-S6	All
MW3/2 Waste Recycling and Bulk Reduction	JP-S6	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

Appendix A: Replaced District Local Plan Policies

Manchester Core Strategy (2012) - Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
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-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-S4 and JP-G8	• 1st and 4th bullet points
EN14 Flood Risk (Partially)	JP-S4	• 3rd bullet point except final sentence
EN15 Biodiversity and Geological Conservation (Partially)	JP-G8	• 'either on-site or adjacent to the site' in second paragraph • Last sentence

Manchester Core Strategy (2012) - Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
EN16 Air Quality (Partially)	JP-S5	• ', 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-S4	• 2nd bullet point

Oldham Council

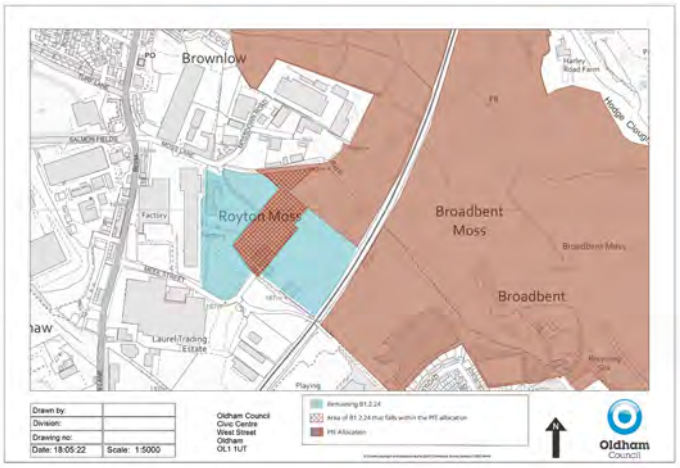
Table A.4 Replaced Oldham Local Plan Policies

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-C5, JP-C6 and JP-C8	Policy requirements b) to j) Paragraphs 5.59 and 5.60 of the reasoned justification

Appendix A: Replaced District 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
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-S4, JP-G3 JP-D1	Policy requirements a), b), c) and e) are superseded and replaced by policy JP-S4 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

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
22 Protecting Open Land (Partially)	JPA13 Chew Brook Vale JPA10 Beal Valley JPA12 Broadbent Moss JPA14 Cowlishaw JPA12 Broadbent Moss JP-G9	Policy wording 'The 2006 UDP Policy OE1.8 'Major Developed Site in Green Belt 'will be saved and will be assessed in the Site Allocations DPD' and paragraph 6.140 from the reasoned justification. The following areas of Other Protected Open Land (OPOL) will be de-designated (and their reference removed from paragraph 6.141 of the reasoned justification) as they are included in the boundary of strategic allocations: OPOL 9 – Bullcote Lane, Royton OPOL 10 – Shawside, Shaw (Moss Hey) OPOL 22 – Cowlishaw, Shaw Policy wording 'Development on LRFD will only be granted where it would be acceptable in the Green 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 D1.5 Protection of Trees on Development Sites	JP-G7	The entirety of Policy D1.5 is superseded by Policy JP-G7

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
Saved UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton	JPA12 Broadbent Moss	• Part of policy B1.1.24 as shown on plan below 
Saved UDP Policy H1.2.17 Housing Land Release Phase II	JPA15 Land south of Coal Pit Lane	The entirety of policy H1.2.17 is superseded by policy JPA15
Saved UDP Policy OE1.8 Major Developed Site in the Green Belt	JPA13 Chew Brook Vale	The entirety of policy OE1.8 is superseded by policy JPA13

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

Rochdale Core Strategy (2016) – Existing policy	Replaced by PFE policy/policies	Sections of the policy to be superseded
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-G9	All
G5 Managing protected open land (Partially)	JP-G9	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

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-G9	All
OL2 Existing Buildings in the Green Belt	JP-G9	All
OL3 Major Developed Sites in the Green Belt	JP-G9	All
T7 Cycling (Partially)	JP-C6 and JP-C8	Fourth paragraph
T8 Walking (Partially)	JP-C6 and JP-C8	Fourth paragraph
MW14 Air Quality	JP-S5	All
U4 Flood Prevention (Partially)	JP-S4	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-Strat5	SL1.1 only
SL2 Trafford Wharfside (Partially)	JP-Strat1 JP-Strat3	SL2.1 only
SL5 Carrington	JP-Strat9 JP-Strat11 JPA30	All

Trafford Core Strategy (2012) – Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
L1 Land for New Homes (Partially)	JP-H1 JP-H4	L1.2 L1.3 L1.5 L1.6 L1.7 L1.8
L4 Sustainable Transport and Accessibility (Partially)	JP-Strat14, JP-C1, JP-C3, JP-C5, JP-C6, JP-C7 and JP-C8	L4.1 parts (a), (b), (d) L4.2 L4.3 L4.4 L4.5 L4.13
L5 Climate Change (Partially)	JP-S2, JP-S3, JP-S4 and JP-S5	L5.2 L5.3 L5.4 L5.5 L5.6 L5.7 L5.8 L5.9 L5.11 L5.12 L5.15 L5.16 L5.18
L7 Design (Partially)	JP-P1	L7.1 L7.3 bullet point 1 L7.4 L7.5
L8 Planning Obligations (Partially)	JP-D1 and JP-D2	L8.1 L8.10

Trafford Core Strategy (2012) – Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
W1 Economy (Partially)	JP-Strat1, JP-Strat3, JP-Strat5, JP-Strat9, JP-Strat10 JP-Strat12 JP-J1, JP-J2, JP-J3, JP-J4 JPA 3.2 JPA 30	W1.4 W1.5 W1.6 W1.7 W1.9 W1.14
R1 Historic Environment (Partially)	JP-P2	R1.2 R1.8
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	JP-Strat9, JP-Strat10, JP-Strat11, JP-G9, JPA3.2 and JPA 30	R4.1 R4.2 R4.3 R4.4 R4.5 R4.7 R4.8

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
SP1 Spatial Strategy (Partial)	JP-G9	The 10th paragraph which states: 'The full extent of the Green Belt will be maintained.
SD1 Presumption in Favour of Sustainable Development	JP-S1	All
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-G9	All

Wigan Local Plan Core Strategy (2013) – Existing Policy	Replaced by PFE policy/policies	Sections of policy to be superseded
CP9 Landscape and Green Infrastructure	JP-G1 and JP-G2	All
CP12 Wildlife Habitats and Species	JP-G8	All
CP13 Low Carbon Development	JP-S2 and JP-S3	All
CP14 Waste	JP-S6	All
CP15 Minerals	JP-S2 and JP-S6	All

Blank Page

Appendix B:

Additions to the Green Belt

All Additions to the Green Belt

B.1 In certain locations land which was not previously in the Green Belt has been designated as such. These additions to the Green Belt are shown on the index map below and identified on the Policies Map.

Picture B.1 All Additions to the Green Belt

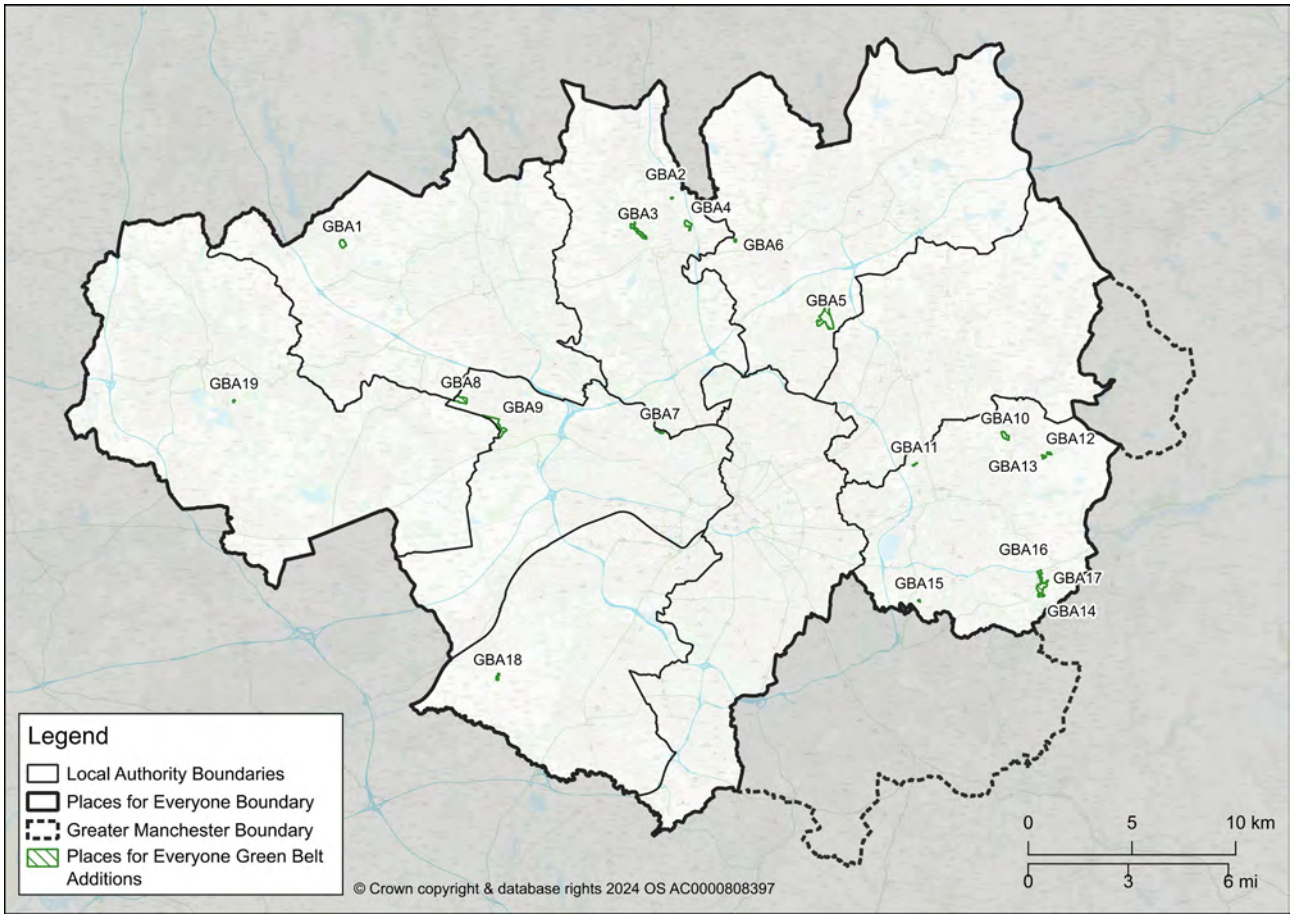


Table B.1 List of Places for Everyone Green Belt Additions

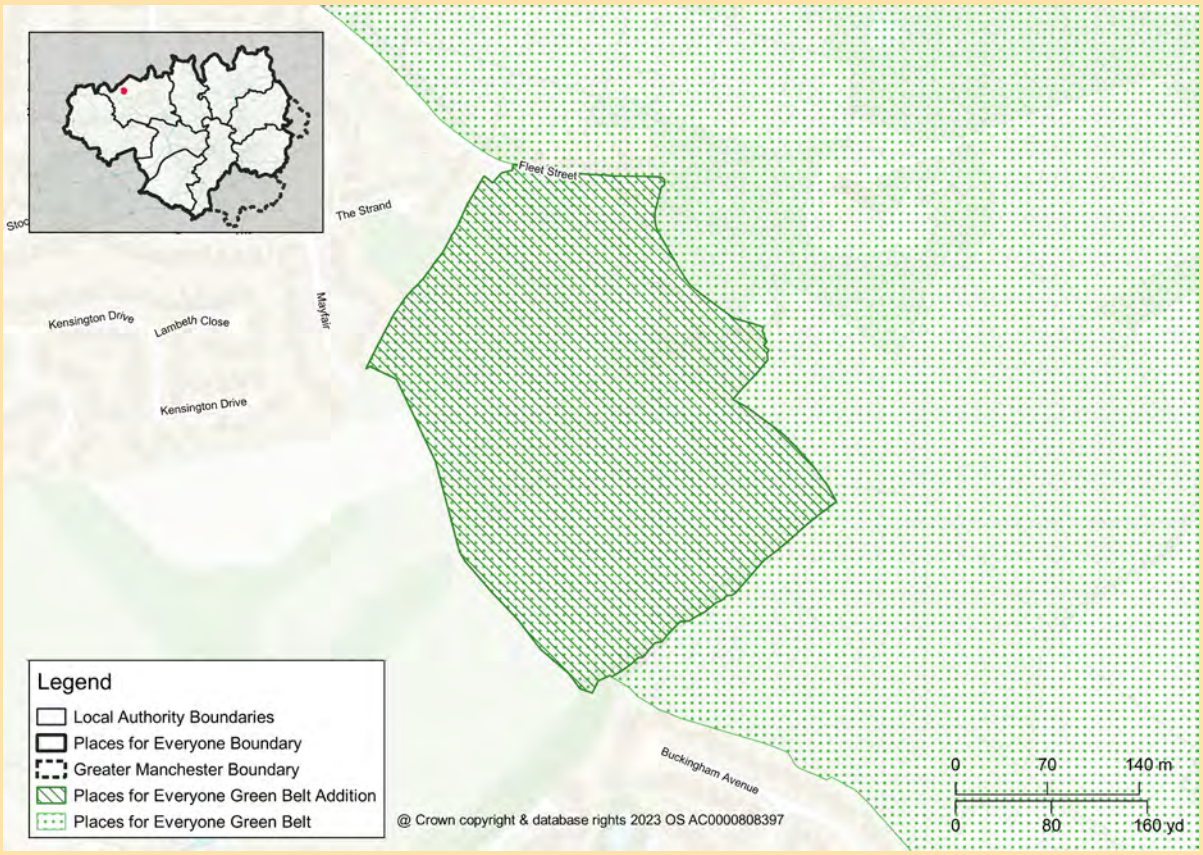
District	Green Belt Addition ID	Site Name	Area Ha
Bolton	GBA1	Horwich Golf Club / Knowles Farm	8.3
Bury	GBA2	Pigs Lea Brook	0.6
Bury	GBA3	Woolfold, Bury	12.5
Bury	GBA4	Chesham, Bury	8.1
Rochdale	GBA5	Land to west of Stakehill Business Park	46.7

District	Green Belt Addition ID	Site Name	Area Ha
Rochdale	GBA6	Land at Summit, Heywood	1.4
Salford	GBA7	Land South East of Slack Brook Open Space	4.1
Salford	GBA8	Part of Logistics North Country Park	15.3
Salford	GBA9	Land West of Burgess Farm	25.2
Tameside	GBA10	Fox Platt, Mossley	7.9
Tameside	GBA11	Manor Farm Close, Waterloo, Ashton-under-Lyne	0.8
Tameside	GBA12	Cowbury Green, Long Row, Carrbrook, Stalybridge	1.8
Tameside	GBA13	Woodview, South View, Carrbrook, Stalybridge	2.1
Tameside	GBA14	Broadbottom Road, Broadbottom	18.9
Tameside	GBA15	Cemetery Road, Denton	0.8
Tameside	GBA16	Hyde Road, Mottram	4.9
Tameside	GBA17	Ashworth Lane, Mottram	1.1
Trafford	GBA18	Midlands Farm, Moss Lane	2.7
Wigan	GBA19	Land off Fir Tree Street, Ince	0.8

Additions to the Green Belt in Bolton

Policy Green Belt Addition 1: Horwich Golf Club / Knowles Farm

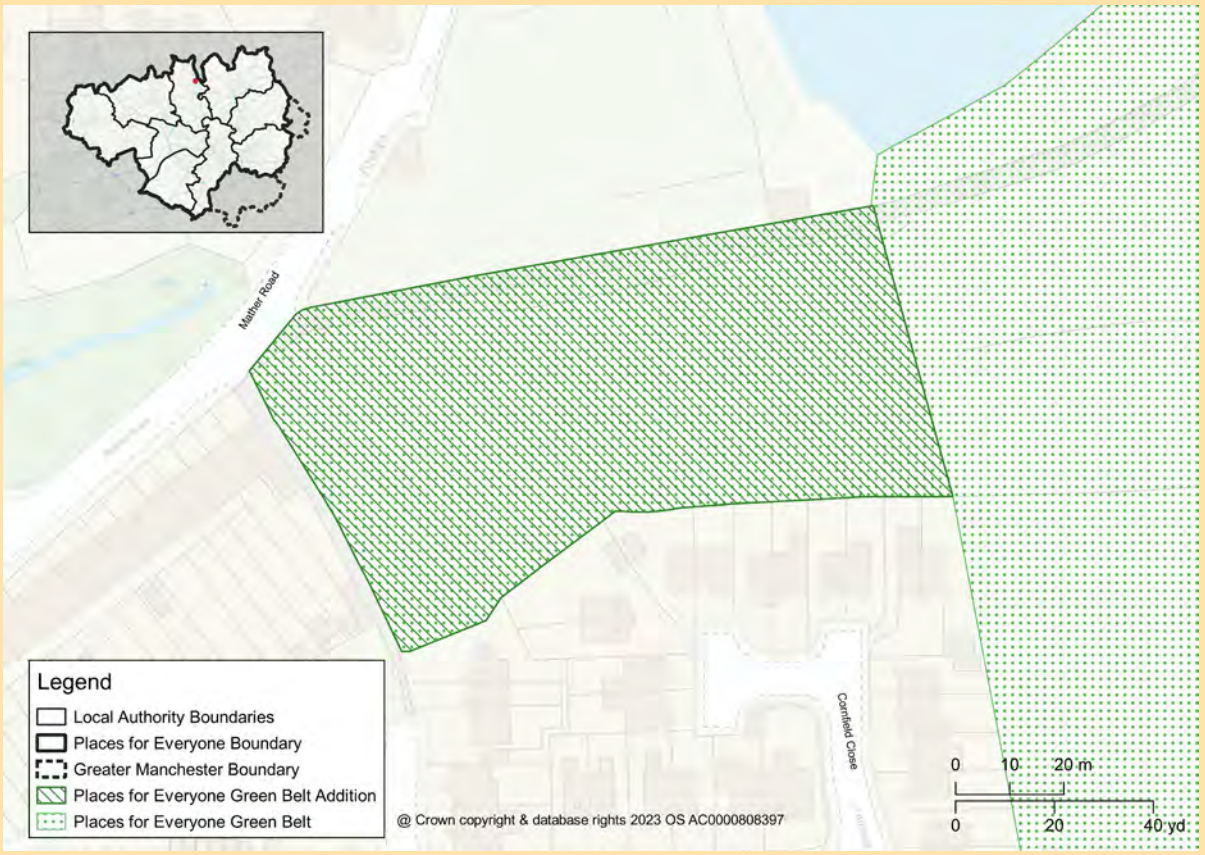
Picture B.2 GBA 1 Horwich Golf Club / Knowles Farm



Additions to the Green Belt in Bury

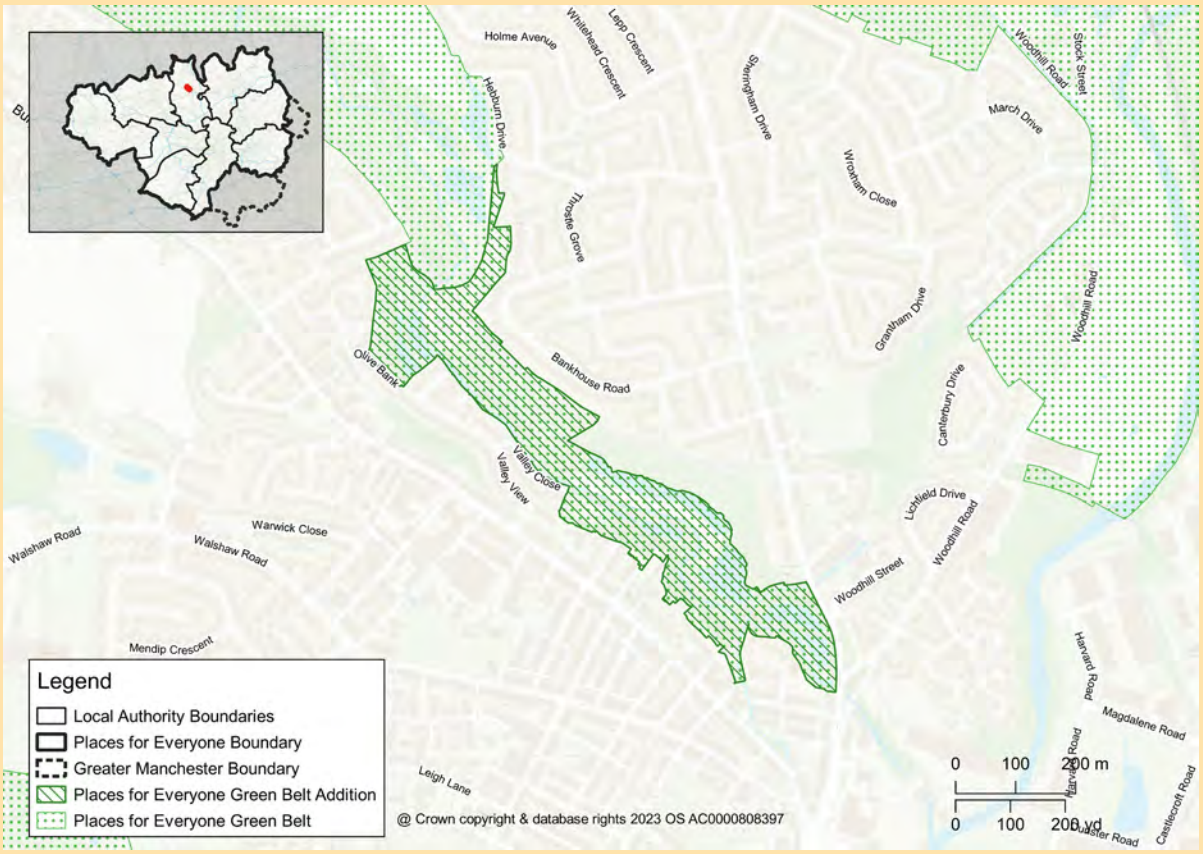
Policy Green Belt Addition 2: Pigs Lea Brook

Picture B.3 GBA 2 Pigs Lea Brook



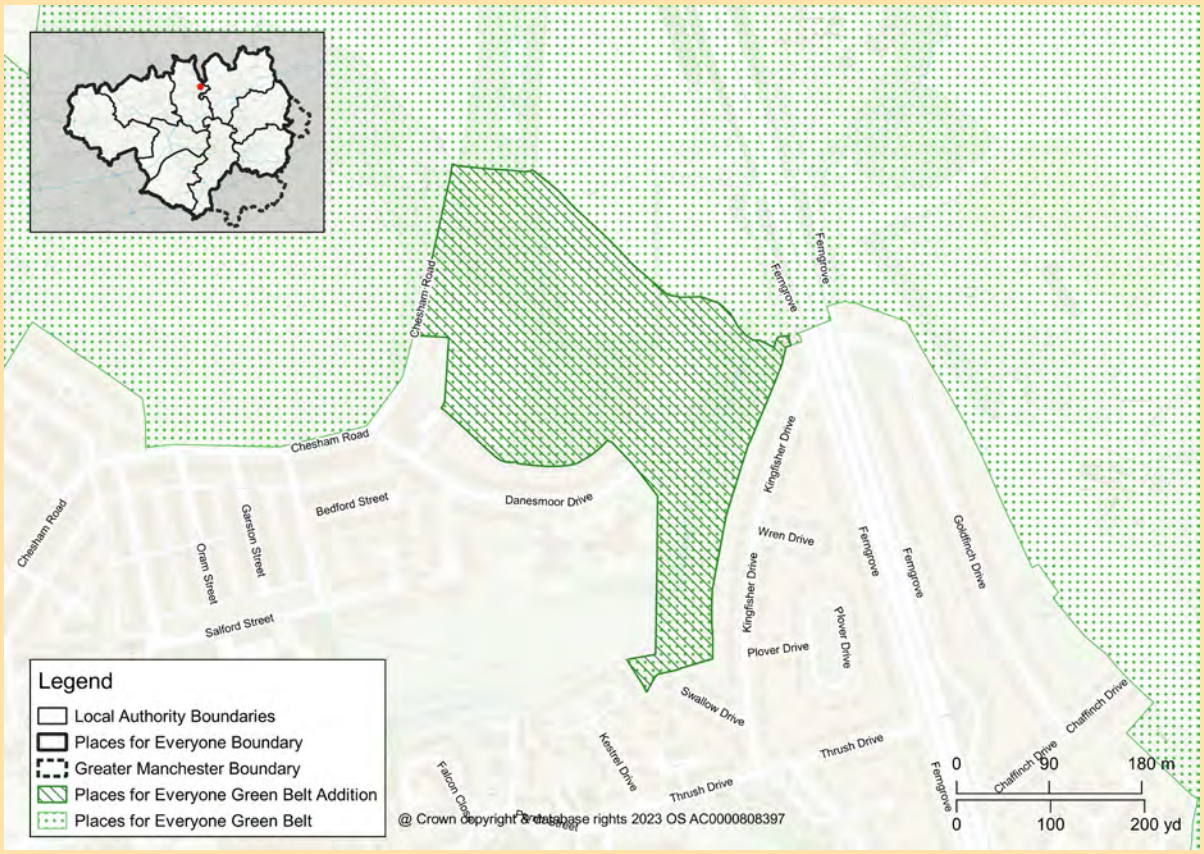
Policy Green Belt Addition 3: Woolfold, Bury

Picture B.4 GBA 3 Woolfold, Bury



Policy Green Belt Addition 4: Chesham, Bury

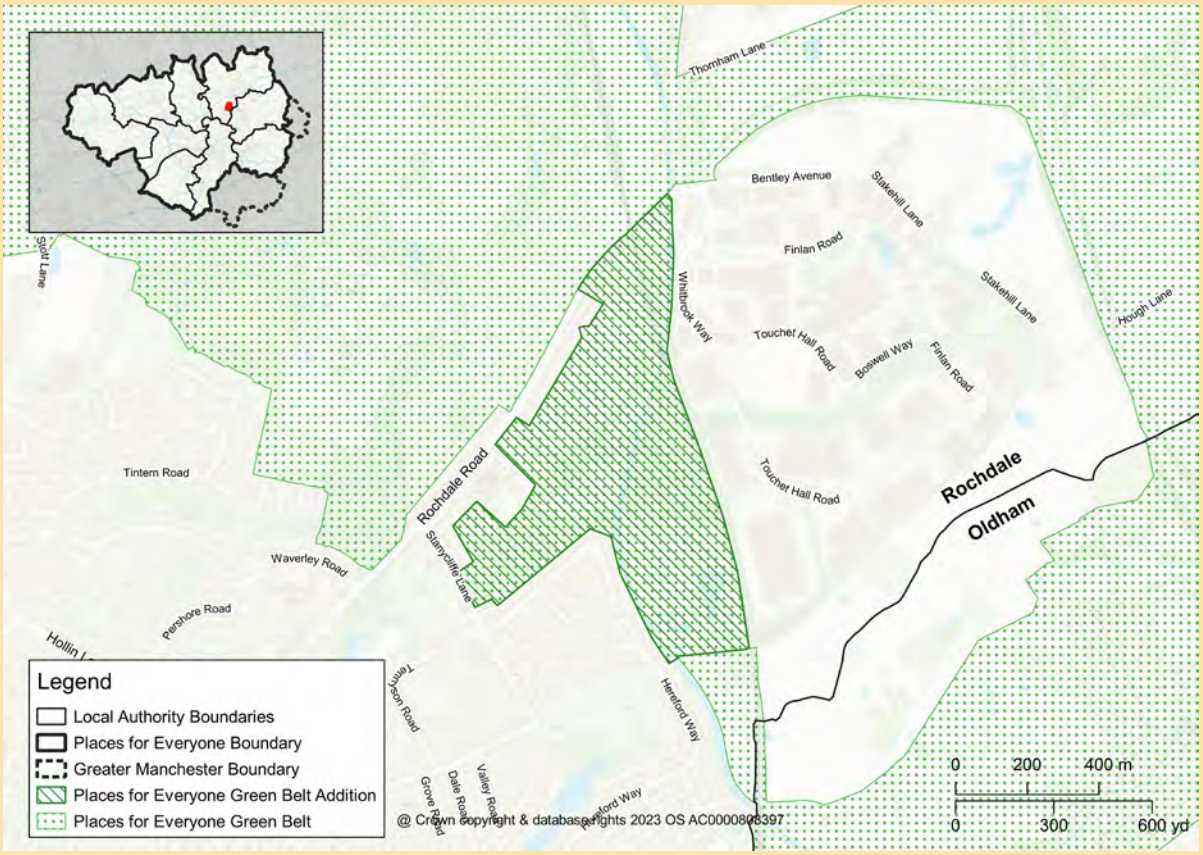
Picture B.5 GBA 4 Chesham, Bury



Additions to the Green Belt in Rochdale

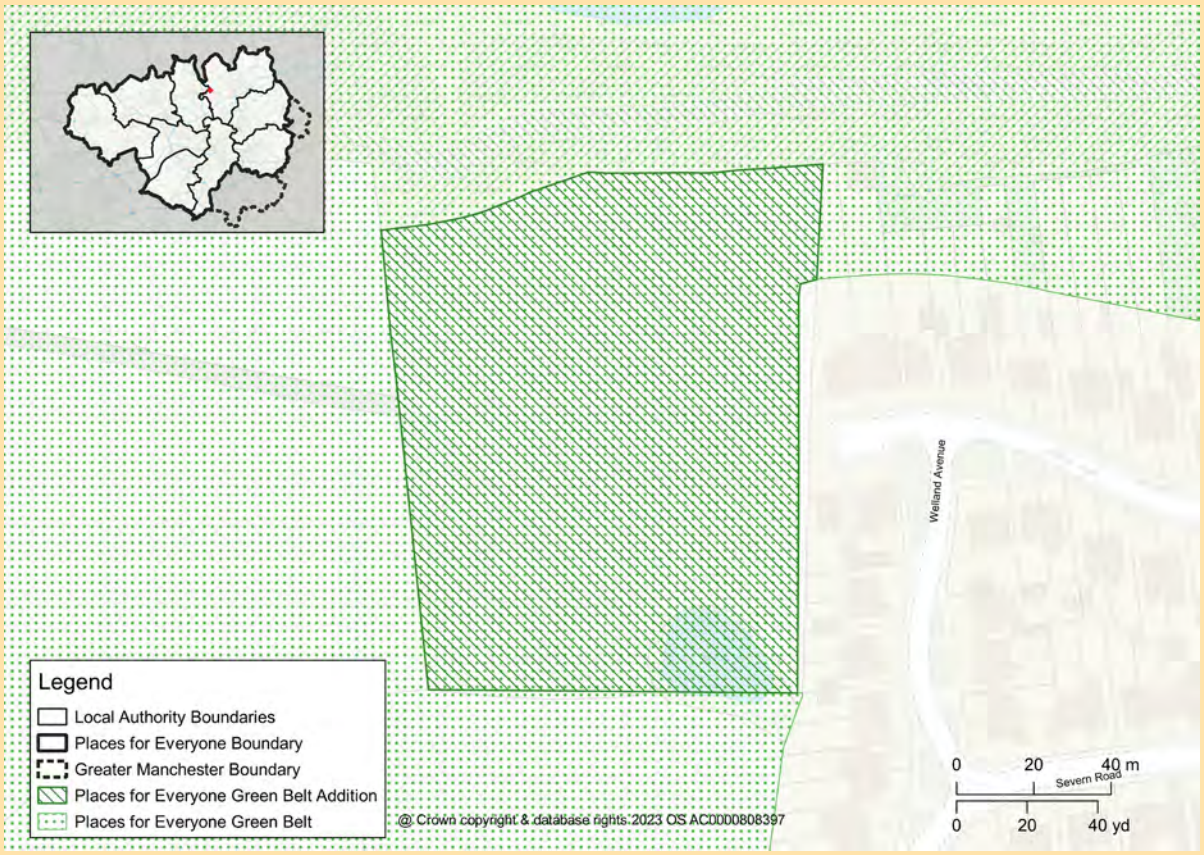
Policy Green Belt Addition 5: Land west of Stakehill Business Park

Picture B.6 GBA 5 Land west of Stakehill Business Park



Policy Green Belt Addition 6: Land at Summit, Heywood

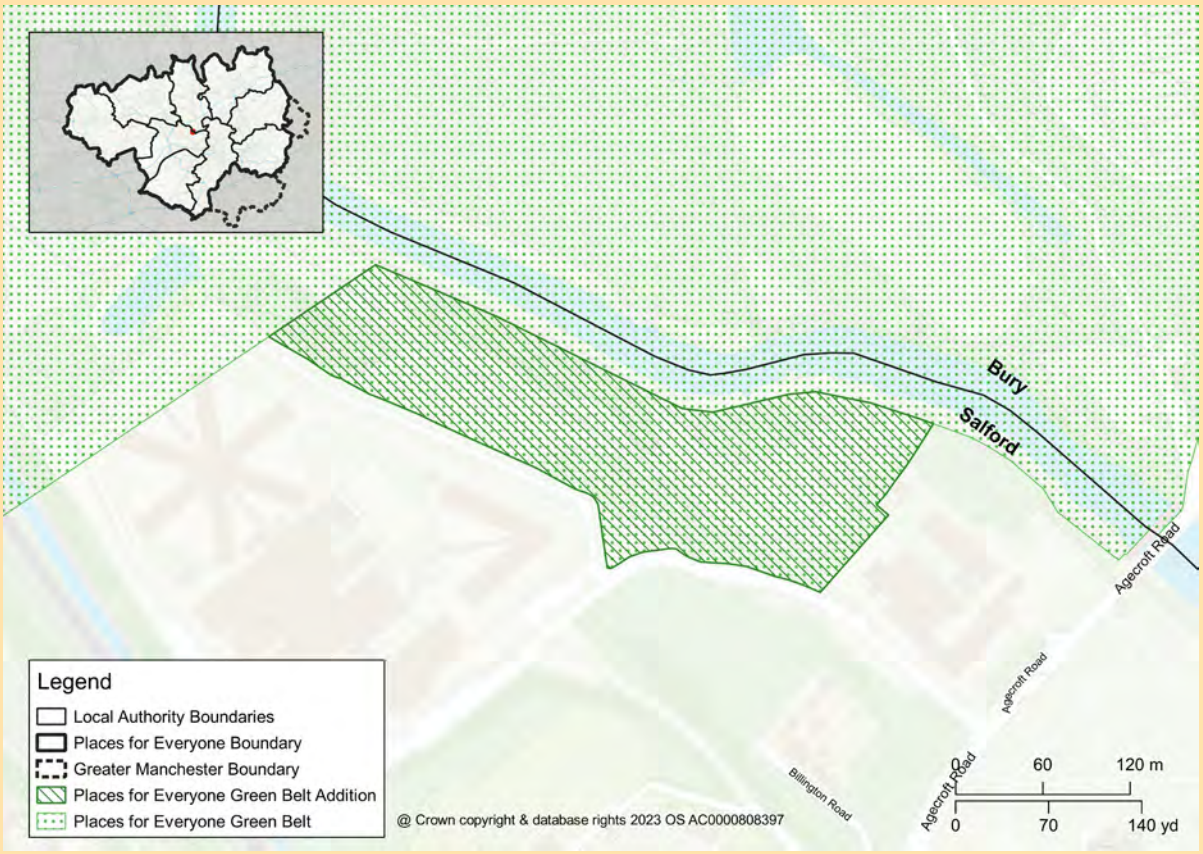
Picture B.7 GBA 6 Land at Summit, Heywood



Additions to the Green Belt in Salford

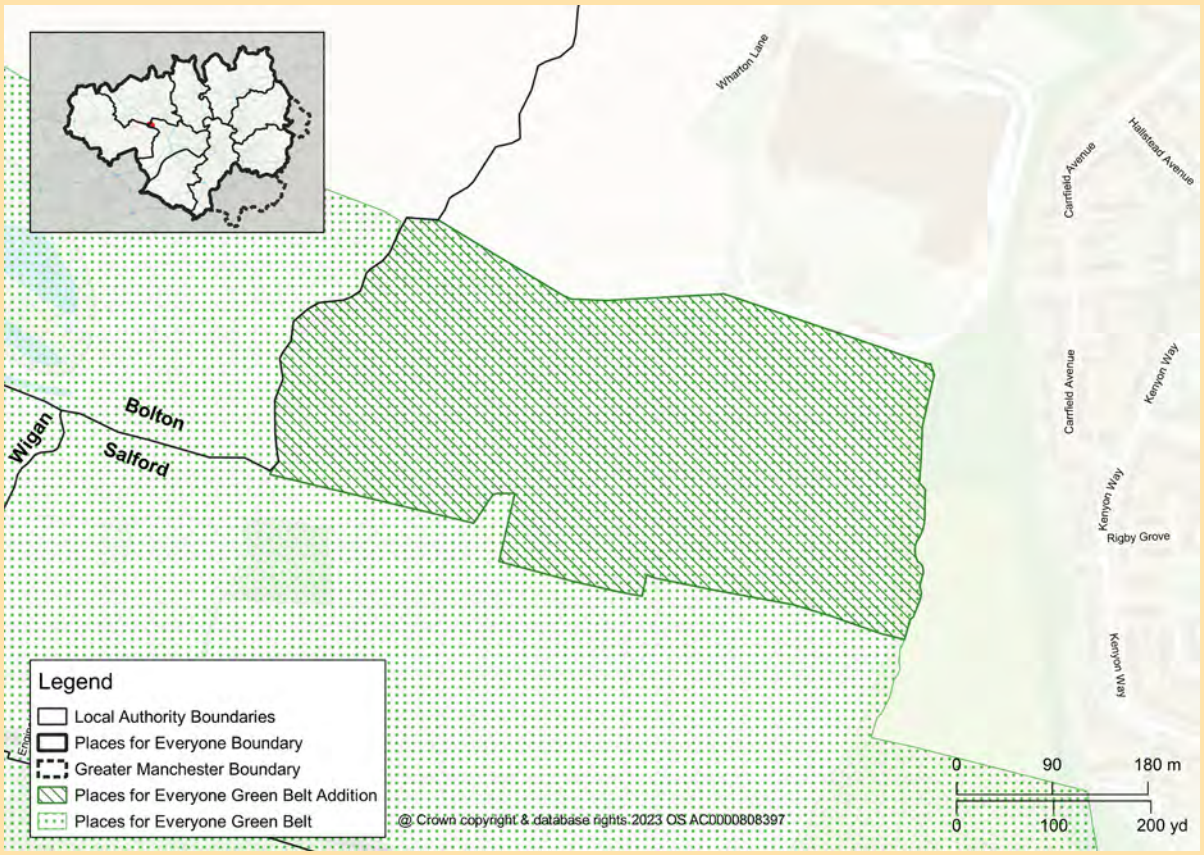
Policy Green Belt Addition 7: Land South East of Slack Brook Open Space

Picture B.8 GBA 7 Land South East of Slack Brook Open Space



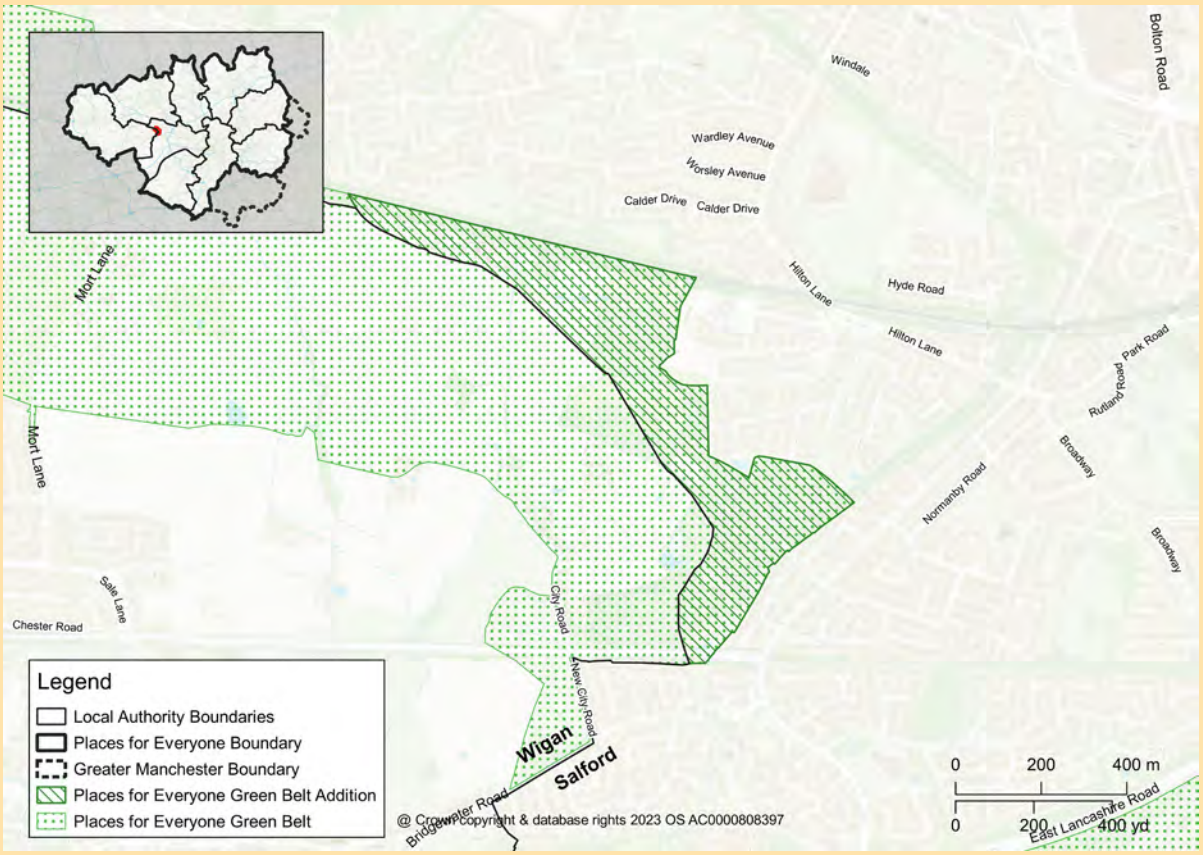
Policy Green Belt Addition 8: Part of Logistics North Country Park

Picture B.9 GBA 8 Part of Logistics North Country Park



Policy Green Belt Addition 9: Land West of Burgess Farm

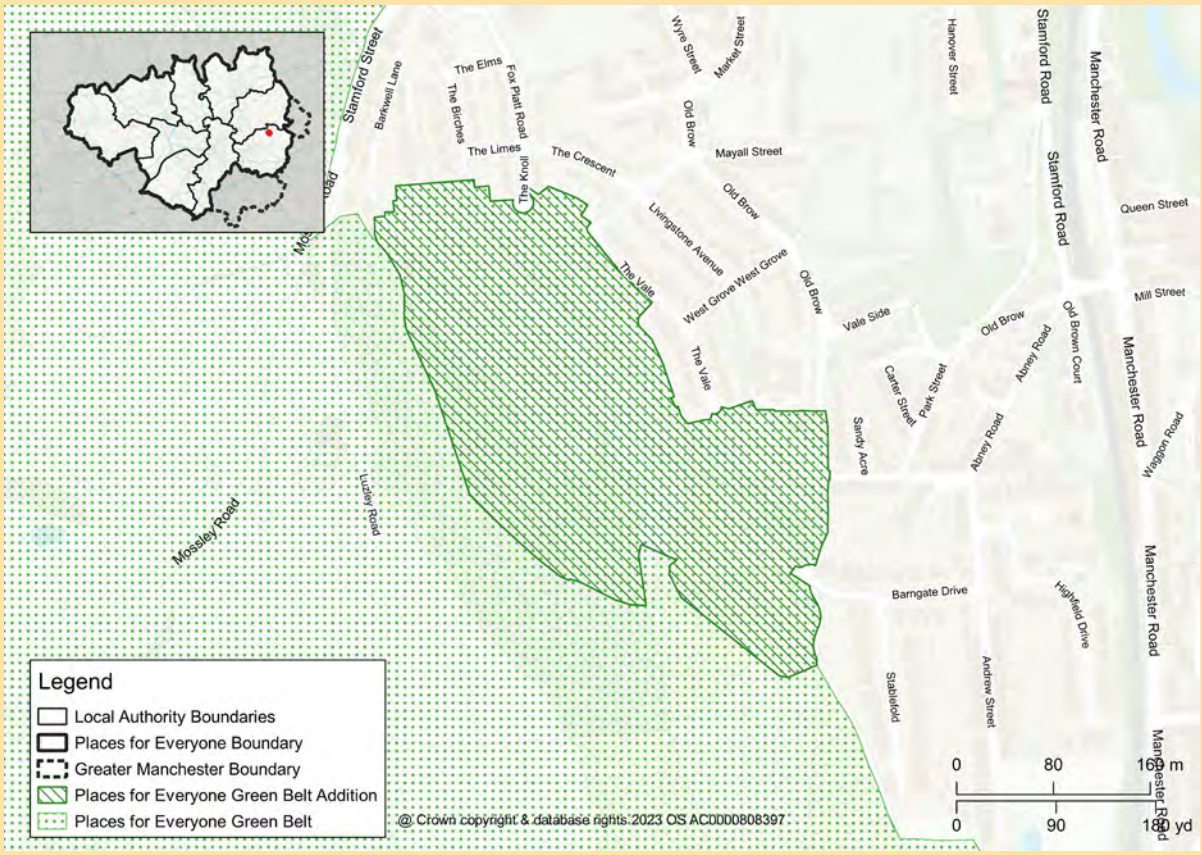
Picture B.10 GBA 9 Land West of Burgess Farm



Additions to the Green Belt in Tameside

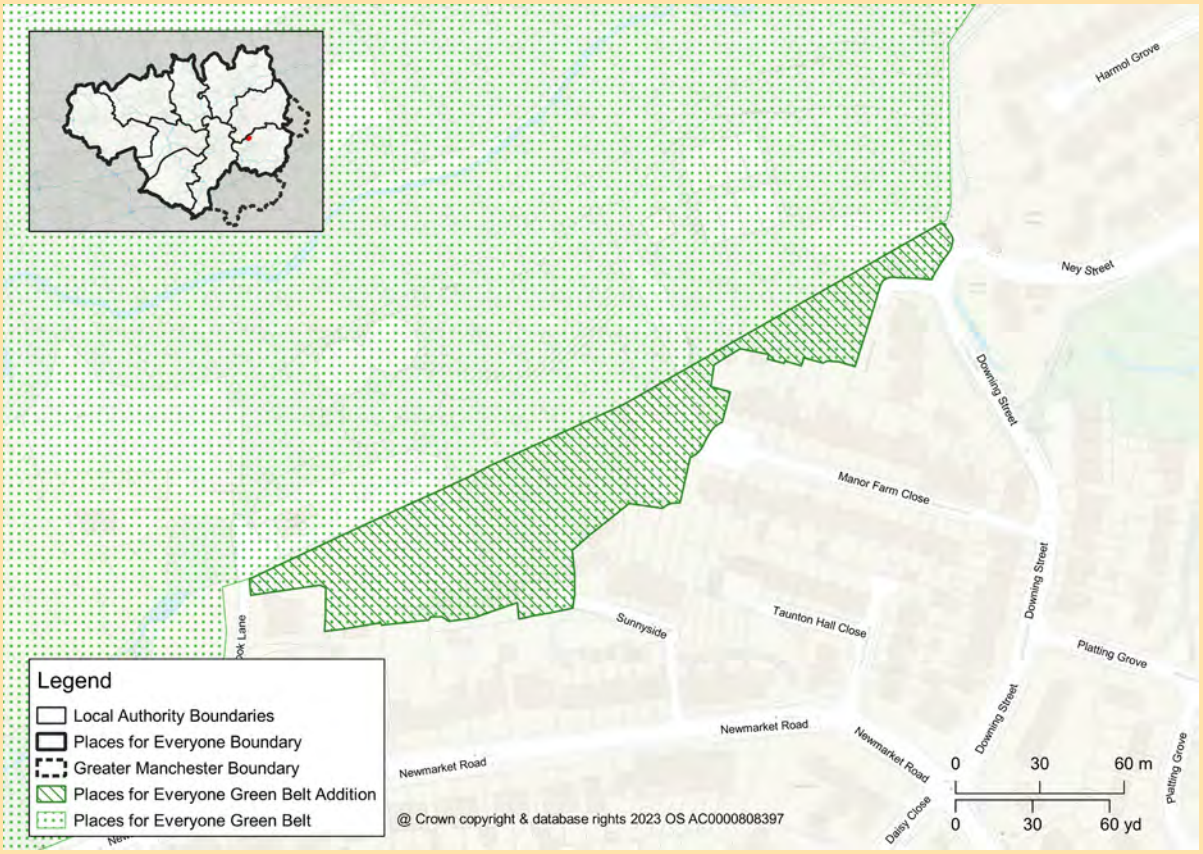
Policy Green Belt Addition 10: Fox Platt Mossley

Picture B.11 GBA 10 Fox Platt Mossley



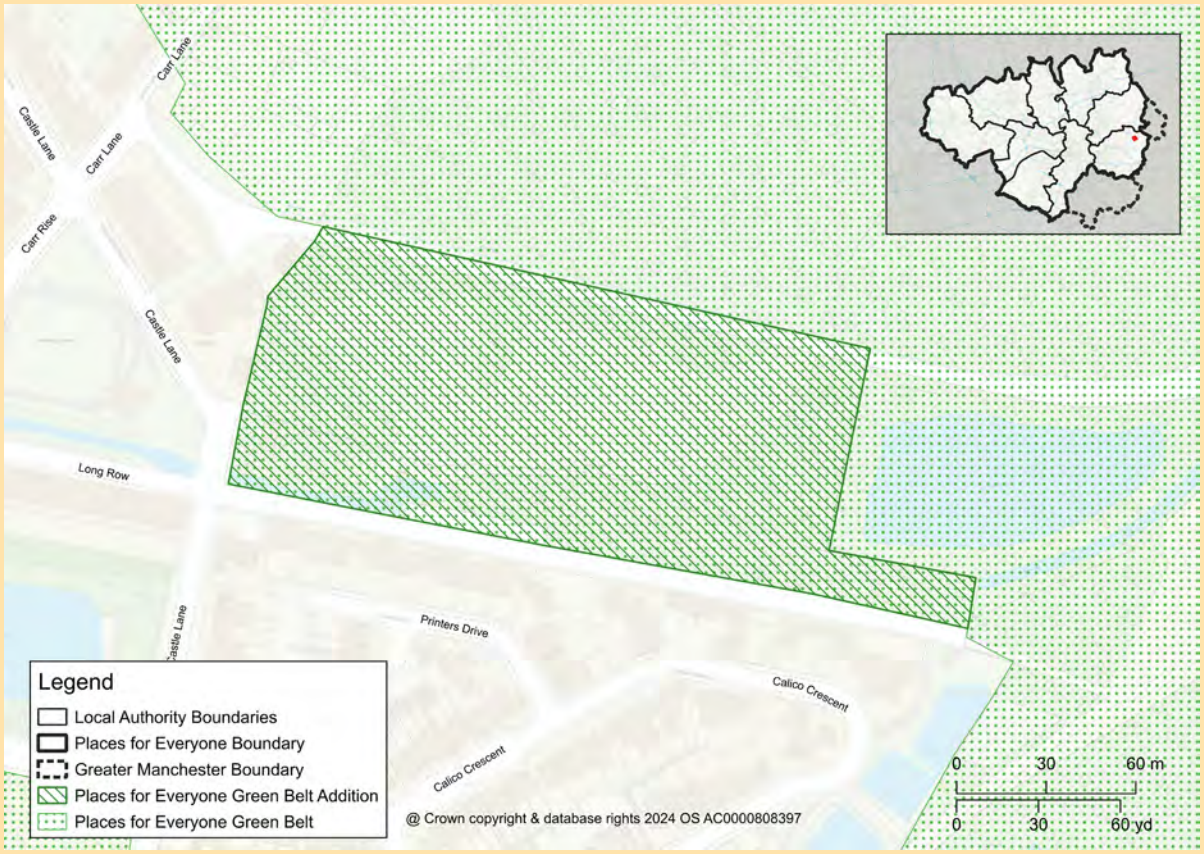
Policy Green Belt Addition 11: Manor Farm Close, Waterloo, Ashton-Under-Lyne

Picture B.12 GBA 11 Manor Farm Close, Waterloo, Ashton-Under-Lyne



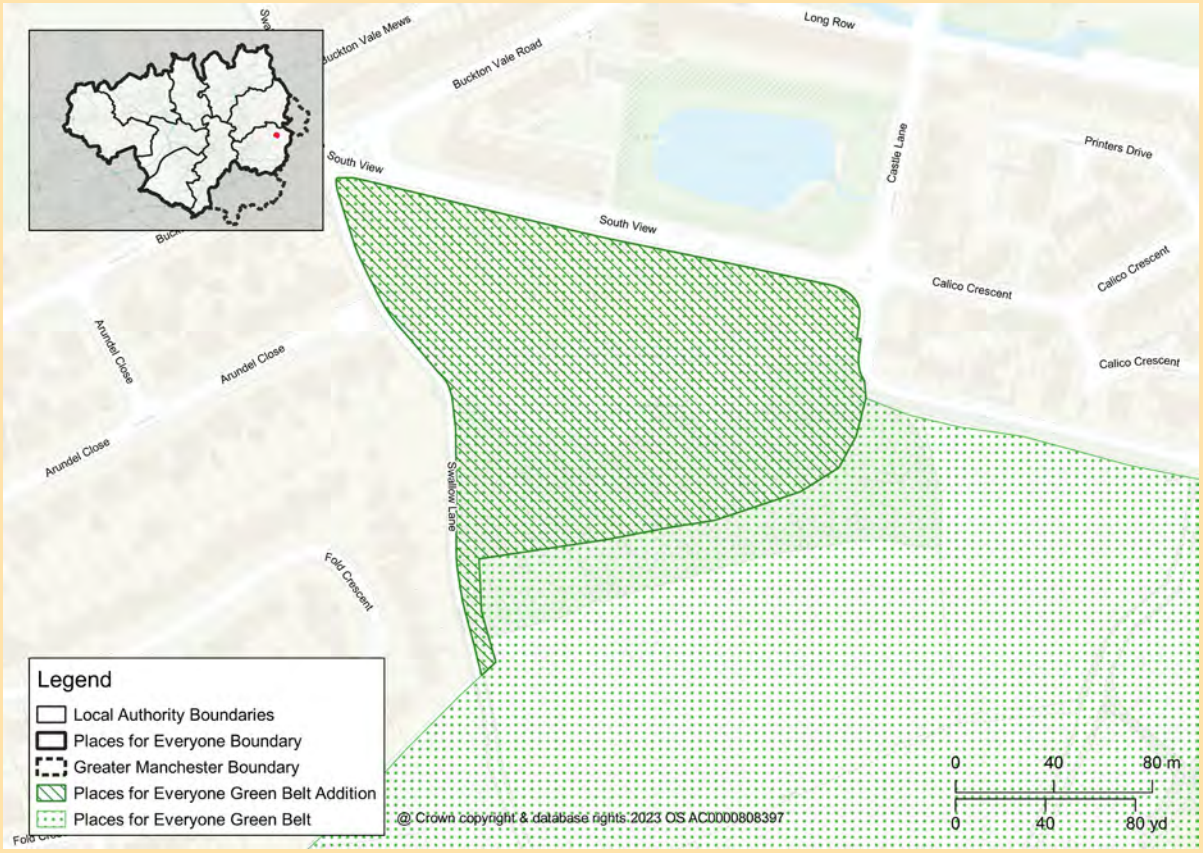
Policy Green Belt Addition 12: Cowbury Green, Long Row, Carrbrook, Stalybridge

Picture B.13 GBA 12 Cowbury Green, Long Row, Carrbrook, Stalybridge



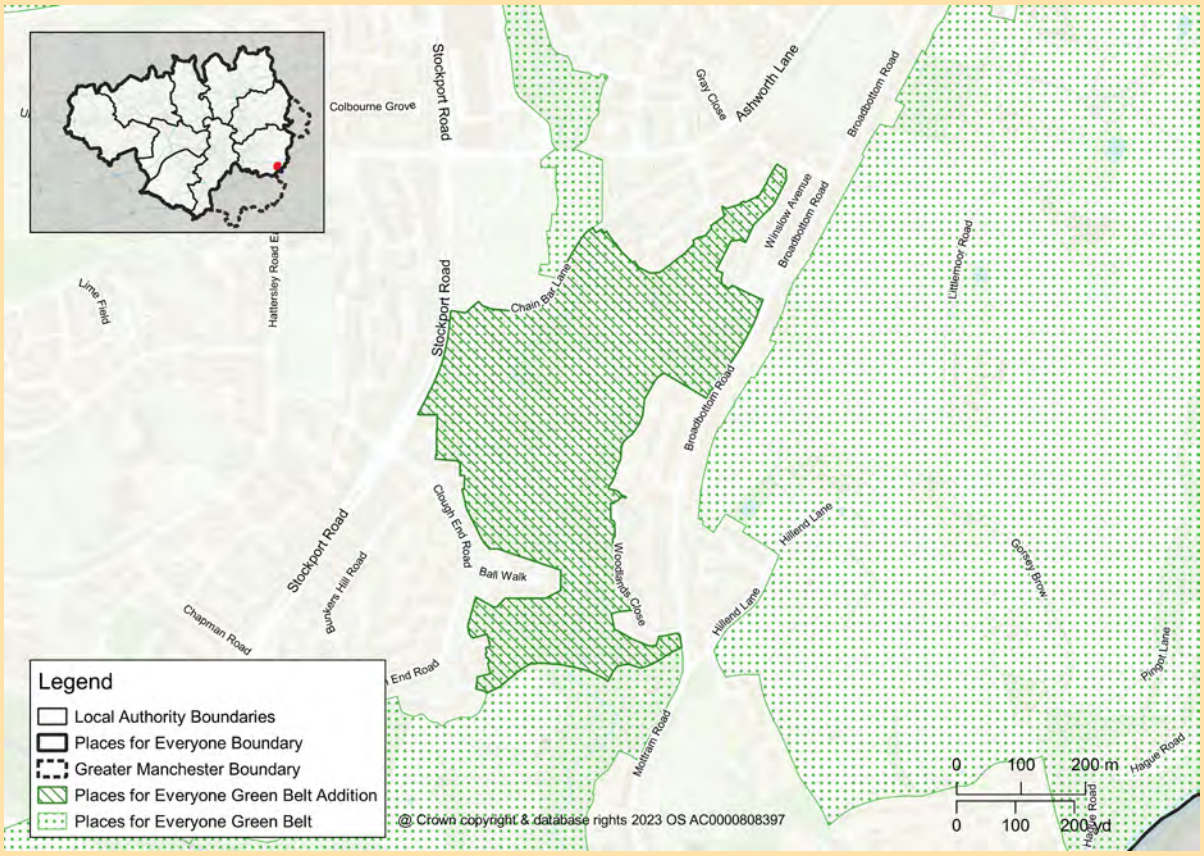
Policy Green Belt Addition 13: Woodview, South View, Carrbrook, Stalybridge

Picture B.14 GBA 13 Woodview, South View, Carrbrook, Stalybridge



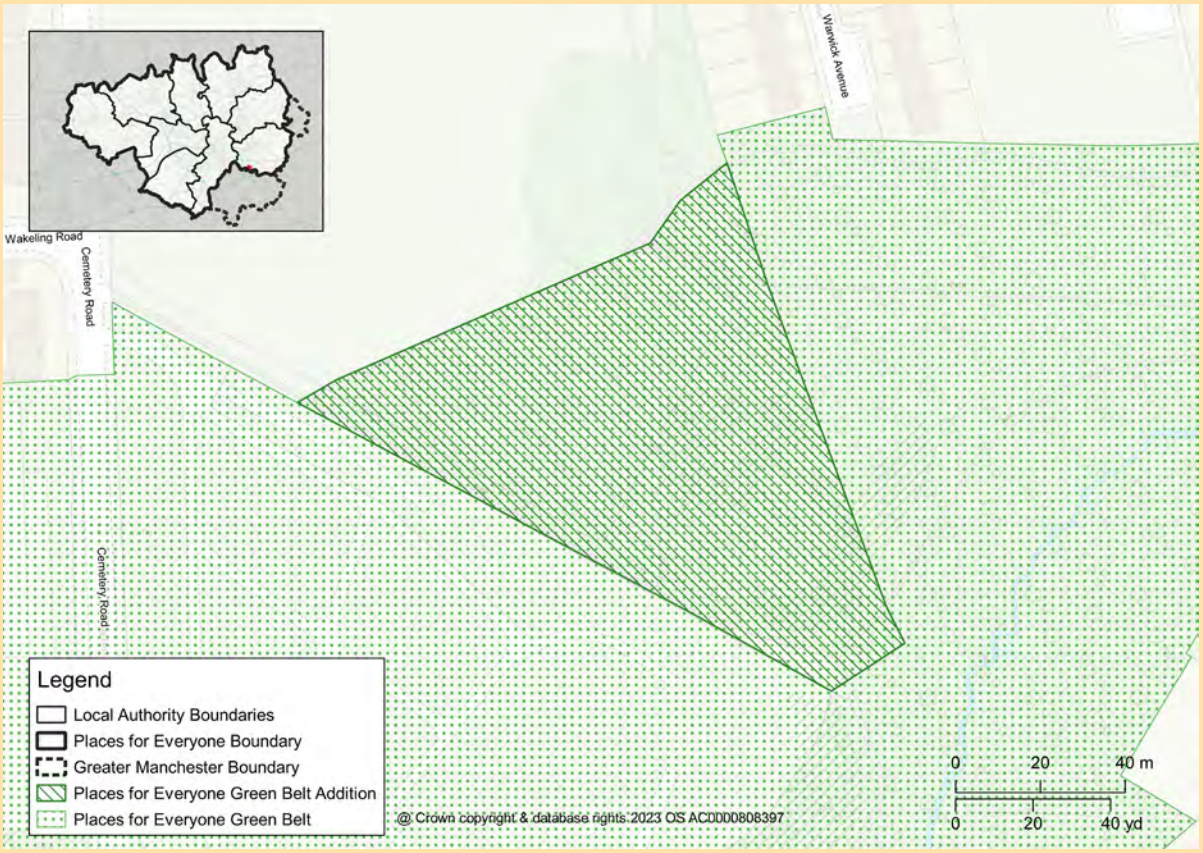
Policy Green Belt Addition 14: Broadbottom Road, Broadbottom

Picture B.15 GBA 14 Broadbottom Road, Broadbottom



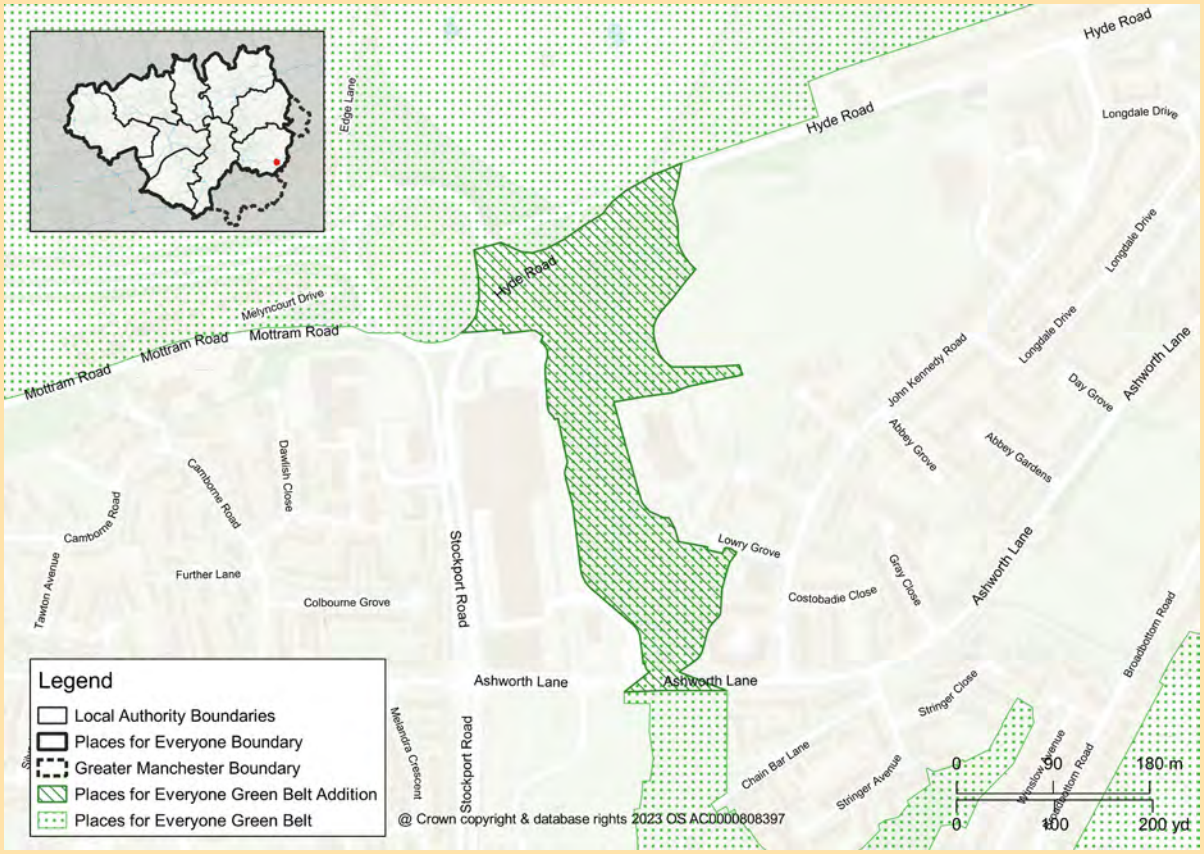
Policy Green Belt Addition 15: Cemetery Road, Denton

Picture B.16 GBA 15 Cemetery Road, Denton



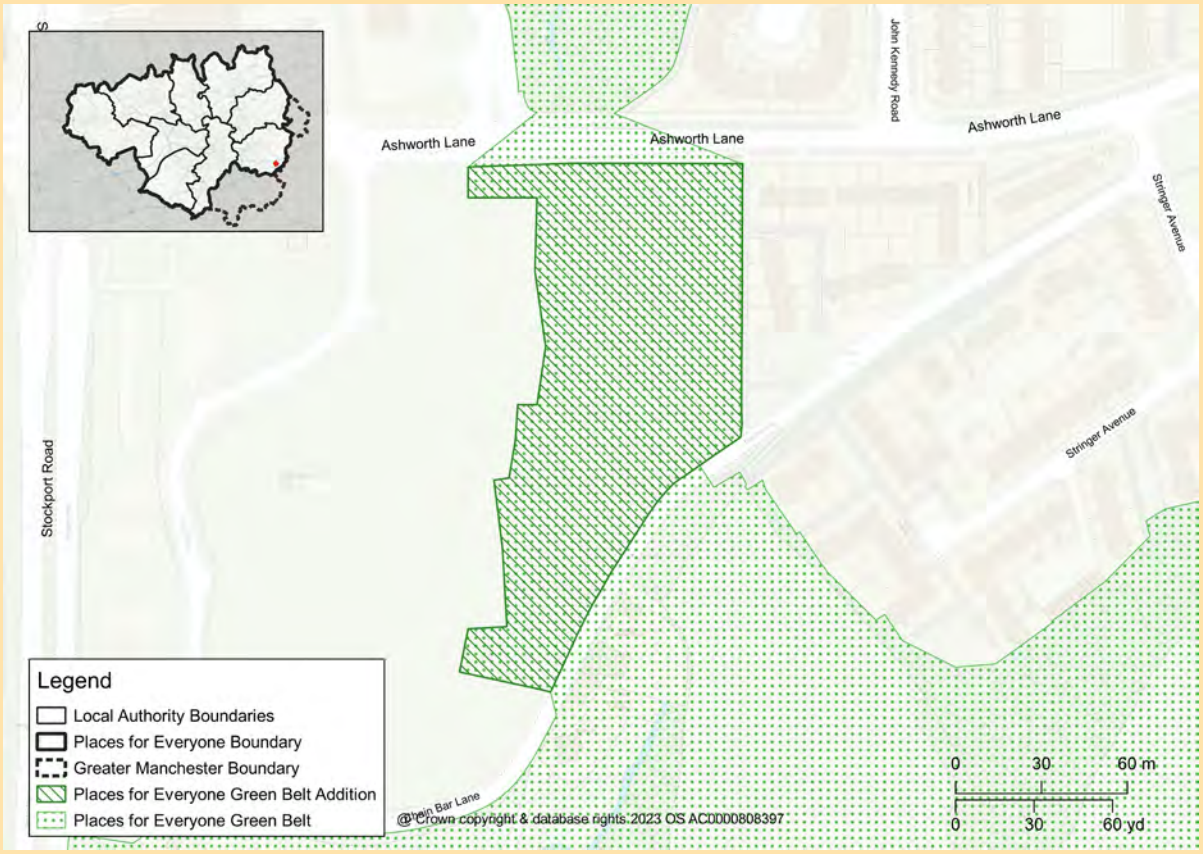
Policy Green Belt Addition 16: Hyde Road, Mottram

Picture B.17 GBA 16 Hyde Road, Mottram



Policy Green Belt Addition 17: Ashworth Lane, Mottram

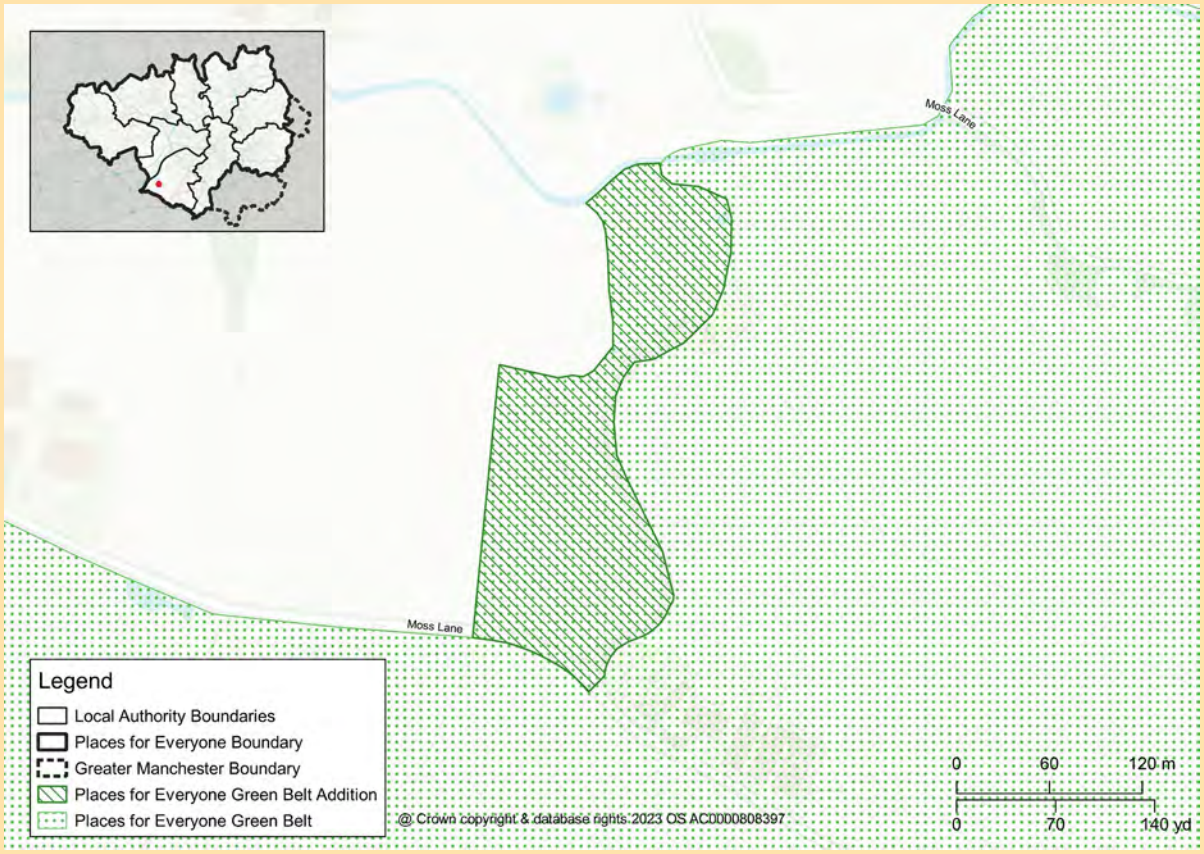
Picture B.18 GBA 17 Ashworth Lane, Mottram



Additions to the Green Belt in Trafford

Policy Green Belt Addition 18: Midlands Farm, Moss Lane

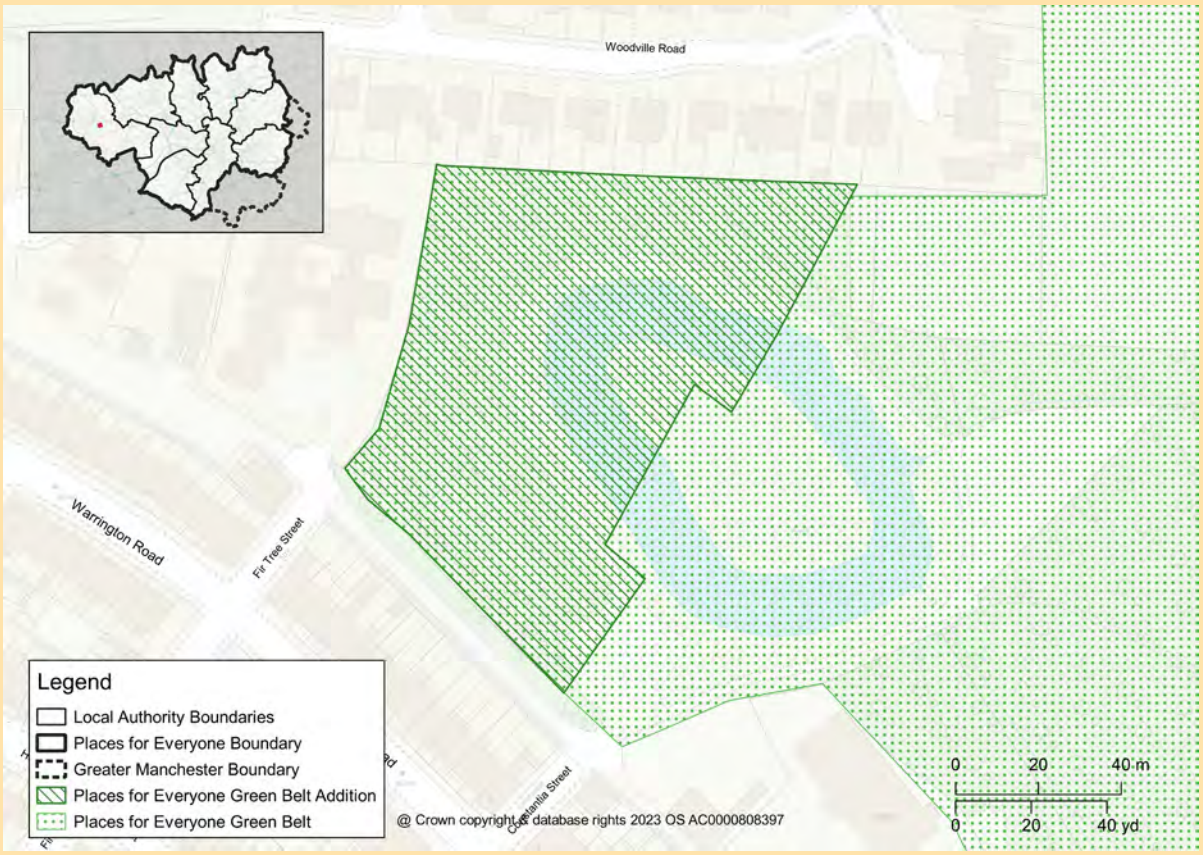
Picture B.19 GBA 18 Midlands Farm, Moss Lane



Additions to the Green Belt in Wigan

Policy Green Belt Addition 19: Land off Fir Tree Street, Ince

Picture B.20 GBA 19 Land off Fir Tree Street, Ince



Blank Page

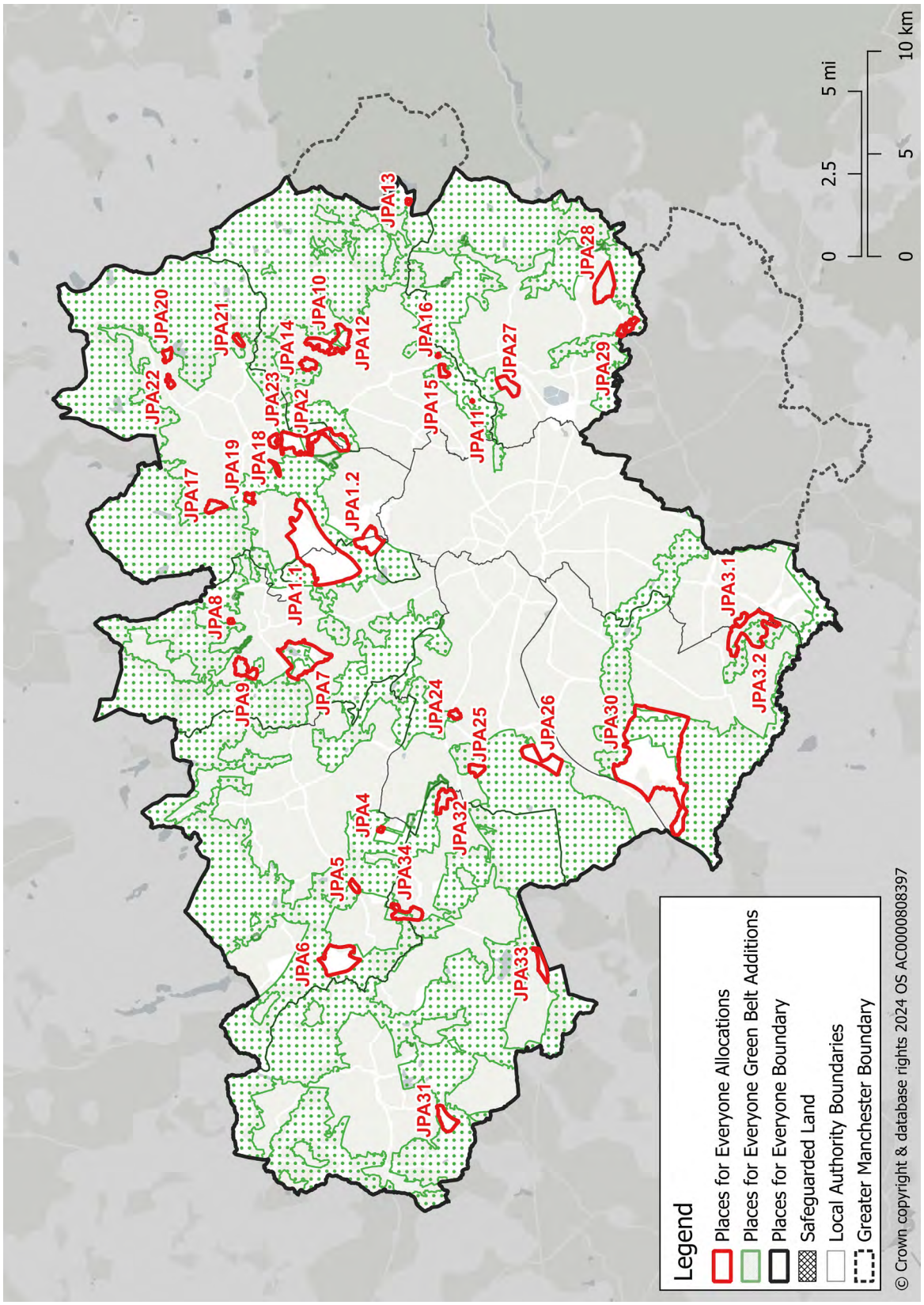
Blank Page

Appendix C:

Places for Everyone Policies Map

Appendix C: Places for Everyone Policies Map

Picture C.1 Places for Everyone Policies Map



Blank Page

Blank Page

Appendix D:

Indicative Transport Mitigation

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 • 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

Allocation Name	Transport Interventions
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) • 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

Allocation Name	Transport Interventions
JPA3.1 & JPA3.2 Roundthorn MediPark Extension & Timperley Wedge (continued)	• 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
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

Allocation Name	Transport Interventions
JPA5 Chequerbent North (continued)	**Supporting** • Measures (highway connections and/or east-west public transport) delivered by policy GM Strat8 • 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 • 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

Allocation Name	Transport Interventions
JPA7 Elton Reservoir Area (continued)	**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 **Supporting** N/A
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 Beal Valley	**Necessary** • New Metrolink Stop and Park and Ride facility south of Cop 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

Allocation Name	Transport Interventions
JPA10 Beal Valley (continued)	• 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
JPA11 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
JPA12 Broadbent Moss	**Necessary** • New Metrolink Stop and Park and Ride facility south of Cop 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

Allocation Name	Transport Interventions
JPA12 Broadbent Moss (continued)	**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
JPA13 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
JPA14 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** • 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
JPA15 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

Allocation Name	Transport Interventions
JPA16 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
JPA17 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** • N/A
JPA18 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
JPA19 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

Allocation Name	Transport Interventions
JPA20 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
JPA21 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
JPA22 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

Allocation Name	Transport Interventions
JPA22 Roch Valley (continued)	• A58 local improvements • Footway/cycleway to the south of the proposed access road
JPA23 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
JPA24 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
JPA25 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

Allocation Name	Transport Interventions
JPA26 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 required 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
JPA27 Ashton Moss West	**Necessary** • A6140 Lord Sheldon Way / Notcutts / A6140 (this junction forms part of the wider M60 J23 split interchange) – localised junction improvements

Allocation Name	Transport Interventions
JPA27 Ashton Moss West (continued)	• 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
JPA28 Godley Green Garden Village	**Necessary** • Improvement of M67 / A57 Hyde Road / A560 roundabout junction – localised junction improvement[134] • 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)

[134] 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
JPA29 South of Hyde	**Necessary** • 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
JPA30 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

Allocation Name	Transport Interventions
JPA30 New Carrington (continued)	• 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 – 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
JPA31 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
JPA32 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 Mosley Common Road – localised junction improvement • Guided busway stop and services

Allocation Name	Transport Interventions
JPA32 North of Mosley Common (continued)	• Active travel improvements **Supporting** • N/A
JPA33 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
JPA34 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

Blank Page